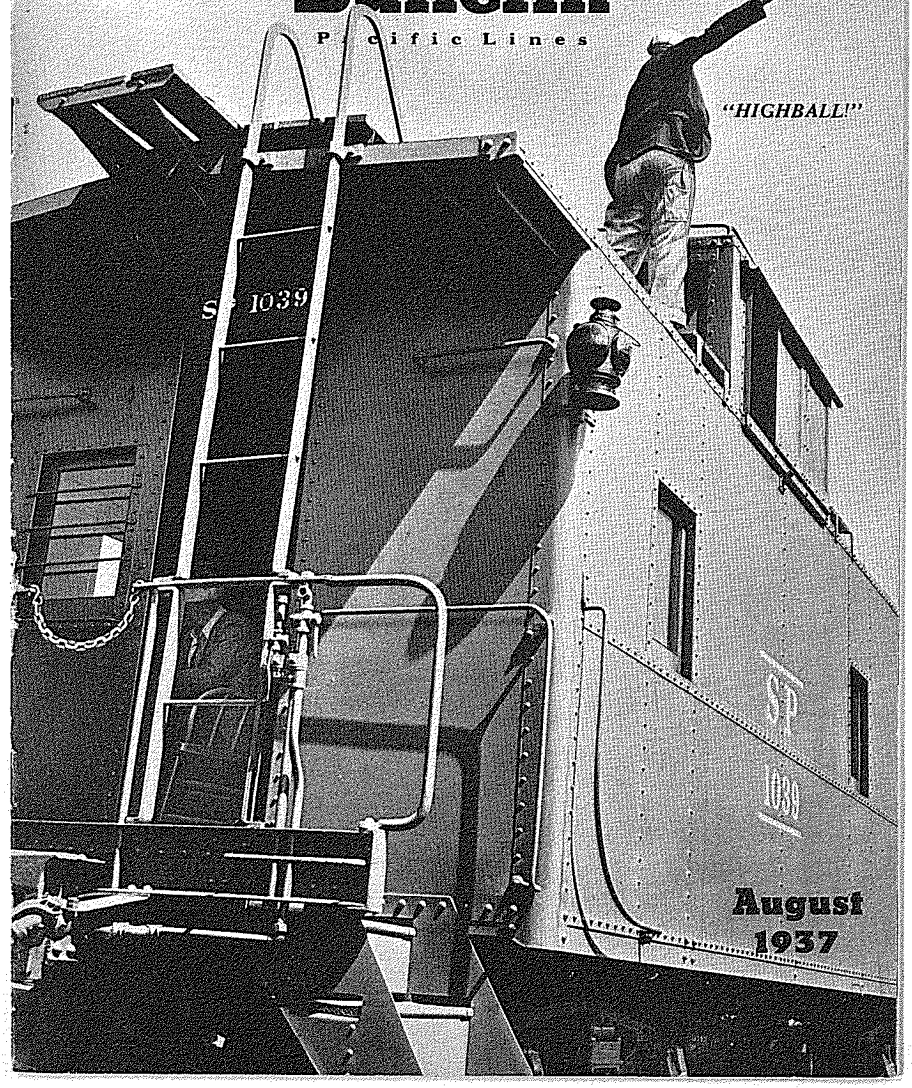
Southern Pacific Bulletin

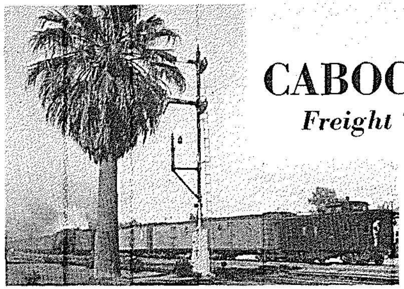
Pacific Lines



"HIGHBALL!"

August
1937

CABOOSE: *Little Red Shanty at End of Freight Train Is Rich in Romance of Rails*



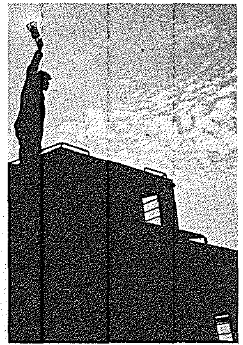
Fruit train leaving Roseville for the climb over the Sierra, and then on to eastern markets. Head of the train is lost in the distance. Here we see the helper engine and the inevitable caboose, headquarters for the train crew. Roseville is the "hub," the busiest freight train terminal on Pacific Lines.

THE romance and history of how the railroads were built is an oft-told and well-known story. Volumes have been written about the hardships, the courage and fidelity of the pioneer builders. The origin and development of the locomotive has been thoroughly traced, and passenger and freight cars have had their just share of historical recognition.

But what about the Caboose—that little weatherbeaten red shanty ambling along faithfully at the rear of every freight train? Where did it originate? How did it get its name? Who built the first cupola? How does the caboose fit into the intricately-woven pattern of freight hauling? What has been its evolution since the early days of western railroading?

Few railroaders know the answers to these questions. Yet, strangely enough, the caboose has played an important and interesting part in the life of many a railroader. It has been more than a protection from desert sun, or a winter shelter. More than a "club car" where yarns were swapped and troubles aired and shared, or a rolling schoolhouse where a student was taught, in no uncertain terms, the railroad game from the ground up. Most of the time it was Home.

Day or night, trainmen signal the headend of the train from the roof of the caboose.



The origin of the caboose seems shrouded in uncertainty. With very little comprehensive information available on the subject, the following story, according to the editors of Railway Age, seems to be the one most generally accepted:

"About 100 years ago the first freight trains in this country were operated by the Auburn and Syracuse Railroad. At that time railroads were restricted to carrying passengers, baggage and mail, and the Auburn & Syracuse had to secure special legislation from the New York State legislature to carry freight.

"A man named Nat Williams, who was in the wagon freighting business, was hired by the railroad as its first freight conductor. The freight cars in use at that time had four wheels, with a capacity of, for example, 30 barrels of flour. It was Williams' custom to sit in the last car on a box or barrel and direct operations, and this might be said to be the genesis of the caboose."

No information is available on the date of the first actual running of a separate car for the convenience of freight crews. Photos and prints made during Civil War days show nothing like the modern caboose. As trains and runs grew longer railroads did convert box cars into crew cars which, though they lacked cupolas and platforms, fulfilled the function of cabooses. The first caboose of the modern type is thought to have been built in the '70's.

Why Named "Caboose"

Many theories have been advanced as to how the caboose got its name. One popular story has it originating in Texas from the Spanish word "calaboza," meaning jail, and Americanized by the Texans to "calaboose." Early cabooses had barred windows which gave them an appearance not unlike the local "jug," hence the name which later was shortened to "caboose."

This information is by no means authoritative, but the general feeling is that the term must have originated in the West, since such cars were known as "way cars" in the east for a number of years after their inception, and on some eastern roads are still so named.

Another explanation traces the name back to the days of the early sailing vessels, when it was customary for the crew to set up a fireplace or stove on the ship's deck. To protect the fire, as well as provide a place of shelter, the seamen erected a box over their fireplace.

When trains began to operate over great distances, a place of shelter for the crew was needed. So the railroads gave them a platform car, where they erected a place to cook their meals and warm themselves. Over this the men were not slow to build a box-like affair similar to those on the sailing vessels.

D. L. Joslyn, draftsman at Sacramento Shops and recognized railroad historian, who is responsible for this information, says that in 1859 a traveler, in a New England town, describing one of the cars, remarked: "The men had erected a 'caboose' wherein to cook their meals."

Danes Had Name For It

According to Webster's International Dictionary "a little room or hut" or "a house on deck where the cooking is done; a galley" is known to the Dutch as *kabuis*, to Danes as *kabys*, Swedes as *kabysa*, and Germans as *kabuse*. It seems reasonable that Joslyn's traveler may have used one of these words which, to unfamiliar listeners, sounded like "caboose."

Although "conductor's car" was the term generally used in 1879, "caboose" had come into general use sufficiently to be included in the first Master Car Builders Dictionary published in that year. Another name for it was "cabin car." By 1884, use of the word "caboose" had become so widespread that the second edition of the Car Builders Dictionary described it in this manner: "Also, but rarely, called conductor's car. Cabooses are often made with a lookout for displaying train signals to the locomotive and following trains, and to give trainmen a view of the train. They are in increasing use, but the majority of caboose cars as yet do not have them."

Origin of the "lookout," or cupola, has also been the subject of considerable controversy. Attempting to establish its origin, Railroad Stories magazine has a letter from Mrs. E. C. Lane, of El Paso. "How did the cupola, or 'doghouse' originate? I can shed light on that question," writes Mrs. Lane, "with a clipping in an old scrapbook dated at Cedar Rapids, Iowa, Dec. 9, 1898, and signed 'T. B. Watson.' It says: 'During the '60's I was employed on the C&NW as conductor. One day in late summer of 1863 I received orders at Cedar Rapids to give my caboose to the conductor of a construction train and take an empty box-

Con. C. C. Hill, leaving Roseville, gets his train orders from Telegrapher M. B. Moore.

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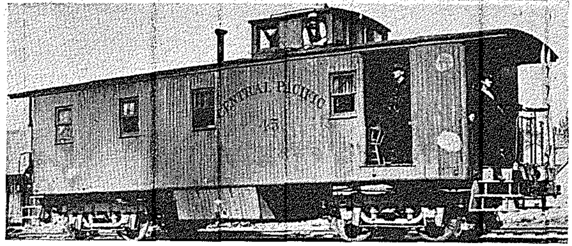
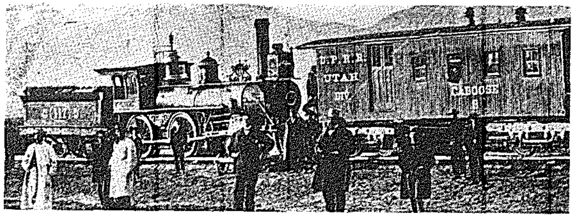
"Highball"

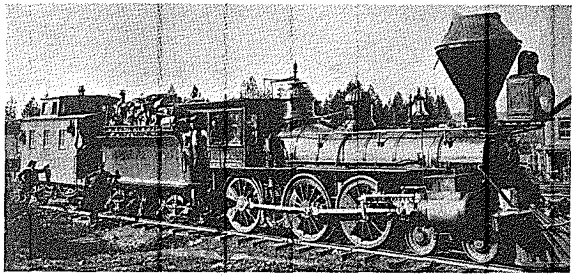
Like so many other words in the picturesque railroad vocabulary, "highball," as applied to railroad operation, is of doubtful origin. It is commonly used to describe the signal given to the engineer by the rear brakeman when he swings his lantern in a circle high over his head, a carefree gesture which says "all is clear, let 'er go!" The rear brakeman must "decorate" (be on the roof of) his caboose whenever his train leaves a terminal, enters or leaves a town, passes an open telegraph station, and meets and passes another train. He must remain until all signals have been cleared and the engineer has had his "highball." The trainman on the cover picture is "Sig" Gjarde of Oakland.



This caboose was one of the early types used on the lines that are now Southern Pacific. The picture was taken at Truckee about 1885 during the years when many Emigrant Trains (mixed trains of freight and tourist passenger cars) were in operation. A freight conductor was in charge of such trains, but when he took up tickets from the emigrants he was required to don his uniform cap and coat, regardless of what the remainder of his dress may have been.

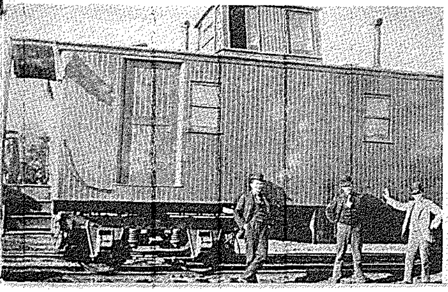


Cabooses without cupolas were the vogue during the 60's. The old Central Pacific cars looked about the same as this caboose of the Union Pacific photographed in 1869. The first C. P. caboose with a cupola was built at Sacramento Shops in 1876.

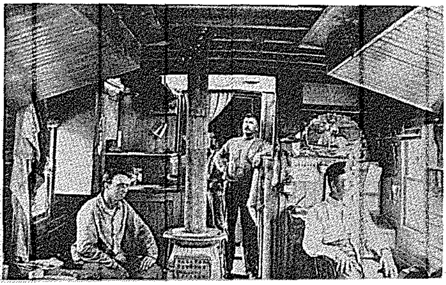


For a time these four-wheel 15-foot "dinky" cabooses, were in operation on C. P. and S. P. Lines. This picture taken at Rocklin in 1890 is also of interest in showing C. P. locomotive No. 82 built by Rogers in 1868. Note the cord wood piled in the tender ready for use as fuel.

Many of Southern Pacific's executives got their early railroad training on freight trains. Here is Vice President J. H. Dyer (left) standing beside his caboose at Rocklin in 1897 when he was a conductor on Sacramento Division. Beside him are his brakemen, John Lord who was for many years trainmaster on Sacramento Division, and Ed Beeber.



Percy Slater, assistant to general manager, (seated on left) was a brakeman on Tucson Division when this picture was taken in 1900. In those days conductors had their own cabooses and the car would often be the home for the train crew for days at a time. Conductor W. J. Wash is at right. In back are Brakeman J. L. Clark and Engineer W. F. Oliver.

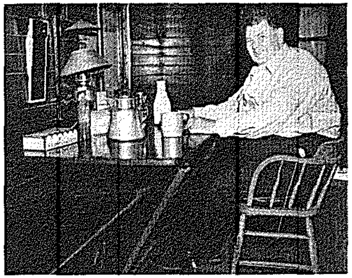


car to use as a caboose to Clinton. This car happened to have a hole in the roof about two feet square. I stacked the lamp and tool boxes under the perforation end and sat with my head and shoulders above the roof. When I arrived at Clinton, I suggested putting a box around above the hole with glass in, so I could have a pilot house to sit in and watch the train. I made the suggestion to the master mechanic. He was building two cabooses at the time and put cupolas on them.' "

First Western Cabooses

First Central Pacific Railroad caboose cars had no cupolas. Car in use at the time the last spike was driven was an ordinary box car with windows and a side door, as well as end doors. These cars were built at the C. P. shops at Sacramento, according to Joseph M. Graham, sole survivor of the engineers who built the original Central Pacific line and who was for several years resident engineer (roadmaster) of the line over the Sierra. He recalls that it was about 1875 when the first cabooses with cupolas were built. The caboose of early days was also used as a passenger car, but when serving in this capacity was known by the more dignified term, "accommodation car." *An early practice on* Central Pacific, and one that prevailed for many years, was to apply passenger car trucks to caboose cars. Also, for a time, cabooses *were painted a lighter shade of red*, almost orange, in fact, and were treated to a coat of varnish the same as the passenger cars. Quite often, the caboose was used as a baggage car.

If the caboose served no other purpose, it would be necessary on all freight trains to enable proper display of markers to indicate to other crews that the train is intact and that all of it had been met. Transportation Rule 19 requires that a pair of marker lamps be displayed by day and by night at the rear of every freight train, and it is obviously impracticable to provide marker brackets on every box car. Principal purpose, however, is to serve as a place for trainmen to ride and carry their *storm clothes, street* clothes and other personal property, and on long runs across the desert or in mountain territory the men frequently live in the caboose. Bunks are provided for four men, heating stoves are installed, and the men, at their expense, often provide cook stoves and stock cabooses at terminals with food enough to last a round trip. Ice boxes, water coolers and lockers are part of caboose equipment and enable men to keep meat and other perishables in good condition for several days.



Although the caboose is no longer widely used for living quarters, there are still a few railroaders who make it their abode while on the road. Prominent among them is jovial, meticulous, 300-lb. Chester Owens, formerly of Tucson Division, now conductor on Sacramento Division operating out of Tracy. Owens' comfortably equipped caboose is a model of neatness, being subjected to a thorough cleaning after every run, a job that isn't complete until Mrs. Owens has made an approving inspection. Owens' fame as a cook is widespread, particularly on Tucson Division, where it was common practice for officials to wire him to prepare one of his tasty meals in advance of an anticipated visit. His present regular crew doesn't share his caboose as a "home," which is probably just as well, considering that Brakemen Joe W. Sweet and W. J. Casinelli weigh 250 and 220 pounds respectively.

Supervisors who had charge of building 50 all-steel cabooses at Los Angeles Shops. Left to right—J. L. Forkey, ass't foreman freight yard; L. A. Chabre, ass't foreman steel shops; W. H. Fine, gen'l foreman car dep't; B. E. Morris, ass't foreman freight repairs; and L. Young foreman steel shops.

Cabooses also serve as traveling offices for use of conductor in preparing *his reports and handling such clerical* work as is necessary in connection with the operation of the train.

Lockers are provided for storing rerailing frogs, chains, blocking, jacks, emergency supply of oily waste, and in other lockers are stored cans of oil for lantern use and for lubrication. The tool box under the caboose is picturesquely known as "possum belly."

Cupola Is a "Lookout"

The cupola is provided with seats to accommodate eight men. These seats provide vantage points from which the men can obtain a view of the train while rounding curves, or can pass signals to the headend, or be in a position to observe signals passed to them by other employes whom they may meet or pass along the line.

Until about fifteen years ago road crews practically lived in their cabooses, particularly in the Southwest where long runs through desert country were *scheduled. Some of these "cabs" were* given as much care as the housewife gives her home, and the scenes of domesticity that were enacted in the rolling abodes presented a picture that might well be classified as the forerunner of the modern day auto trailer.

Leroy Magers, head timekeeper and *Bulletin* correspondent for Tucson Division, and a well-informed collector of railroad anecdotes, furnishes some interesting data on the conduct of train crews "in the home."

"There were regular cleanup periods," he writes, "a few conductors even having the cab scrubbed thoroughly from top to bottom monthly. Some crews displayed lace curtains, hung pictures, had easy chairs instead of the old "bar*room" type which was standard equip*ment.

Good Cooks Popular

"A good cook was one of the prize possessions of a crew and those crews were very popular, both to work on, or to visit with. Officials would give consideration to this feature when riding freight trains around meal time. General Yardmaster Harry Schetter of Tucson was cook on the Benson-Lordsburg local when Passenger Conductor Bill Holloway was its captain. He confesses he made hot cakes so light it was necessary to plug up the keyholes to keep the hot cakes from floating out the back door. Holidays saw special feeds, roast turkey and everything to go with it during Thanksgiving and Christmas. Wild game abounded along the right of way *and it was always served in* season.

"Some crews made a specialty of good beds, using specially made mattresses, white sheets, even a bedspread *to cover it when not in use. A story is* told of a conductor who was demoted to brakeman for some infraction of rules. His bed was a dandy and the envy of all who beheld it. A short time after the demotion, the trainmaster got on at Benson, tired out, and flopped into a chair. The brakeman waited until they had left town, then went to his bunk, turned down the covers to expose snow white sheets, and invited the trainmaster to turn in. The invitation was eagerly accepted and on the next trip out the canny brakeman was again conductor of the crew.

"There were times when the train crew and the engine crew had a difference of opinion about the handling of the train or switching movements. Just about the time the coffee came to a boil a judicious application of the air would stand the coffee pot on its head on the floor. I remember one crew coming *into* the yard office one night telling how a certain engineer had skillfully upset their coffee pot seven times in fifteen miles."

At present, owing to the short time it takes to reach the terminals there is practically no cooking done, and rarely does a man live in the caboose at either terminal. *But though the little old red* caboose may have lost much of its social prominence, it will continue to hold its place in the hearts of many men who cherish fond memories of their early railroad days.

NEW STEEL CABOOSES: Construction of fifty new steel *cabooses* has just been completed at Los Angeles General Shops. The work was systematically organized so the cars could be gotten into service as *quickly* as possible. Fabrication of the various units was begun in May. Actual assembling and construction began early in June and on June 7 the first car was released from the shops. The last of the 50 was completed on July 28, an average output of better than one car a day.

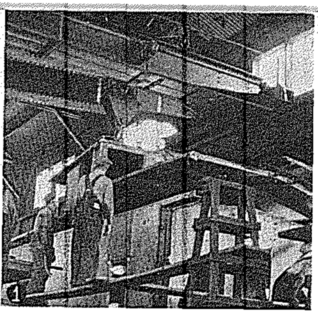
The new cars are the first steel cabooses ever built for Pacific Lines. Interiors are tongue and groove lined with half-inch board type insulation placed between the lining and steel exterior to keep the cars cooler in summer and warmer in winter. This insulation extends to the cupola as well as the *sides and ceiling.* Flooring consists of sub-floor laid diagonally; then a layer of insulating paper, and finished with tongue and groove flooring. The cupola extends *the full width of the* car body, with both side and end windows, and with Pullman type seats on each side to accommodate four men. The cars have cast steel truck *side frames* with Barber latteral rollers and elliptic springs. Lengths are slightly over 35 feet outside and 29 feet 3 inches inside.

Progressive plan of assembly and construction was somewhat as follows: Trucks assembled complete and moved to spot where steel underframe fabricated. Underframe placed on trucks and moved forward one car length where end door posts, end steel sheathing, draft gear, couplers, air cylinders and reservoirs applied. Frame then moved another car length to spot adjacent to which sides and roof were fabricated. These lifted into place on frame by traveling crane. Sides included the metal posts, gusset plates, top "Z" bar side plates, and steel sheathing, all riveted together. Roof included the metal carlines, cupola frame, and steel roofing, likewise riveted together. Boot box, or cellar, was also applied here. *All* metal parts were coated with black car cement at joints before riveting.

Car was again moved forward to have metal thoroughly cleaned and *brushed with* steel brushes, and a coat of red lead applied to all inside and outside metal. Next the wood floor stringers, flooring, steps and platform were *applied. As the car moved* forward the interior insulation and lining was applied; the interior given a priming coat of paint and the exterior received its second coat of *paint.*

Continually moving forward, the car received its doors and windows, and the inside finishings, such as bunks, seats and seat lockers, clothes and storage lockers, refrigerators, water and cooler tanks, and cupola furnishings. Then the interior received a final coat of green paint, with black on certain metal trimmings such as grab irons, and the exterior received its final of three coats of paint. Safety appliances and braking equipment, which had been in progress as the car moved along, were now completely checked and finishing touches applied. Car was then stenciled, equipment installed and thoroughly inspected. After light-weighing the completed steel car was tagged to its destination and officially O K'd for service.

NUMBER OF CABOOSES: There are 716 "standard" cabooses in service on Pacific Lines. The majority of these are of steel frame construction, and those which are not are rapidly being retired. Number of cabooses assigned each Division is predicated on number required to handle minimum seasonal *business. A block of* 30, known as "system cabooses," are shifted from one Division to another by the General Manager's office to meet seasonal re*quirements.*



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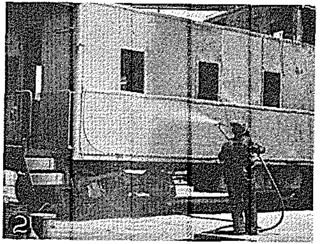

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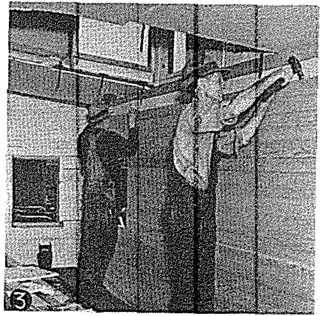

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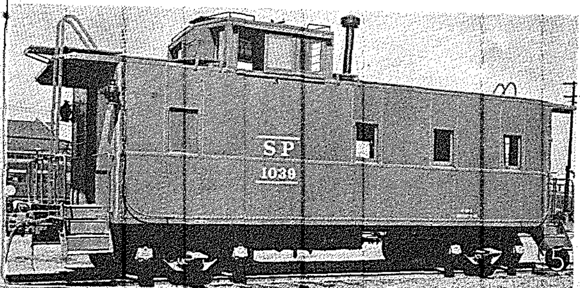

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1. Assembling separately fabricated units of new steel cabooses was handled in "big league" manner at Los Angeles Shops. Here traveling crane is shown lowering roof into position.

2. Caboose moves forward cleaned with steel brushes; receives first of three coats of paint.

3. Interiors will be kept cooler in summer and warmer in winter by half-inch insulation material between outside metal and inner lining.

4. Work is progressive. Cars move down assembly line to end spot for final inspection—where they are tagged to indicate destination terminal.

5. Here's the completed job. The heavy trucks and elliptic springs are aids to smooth riding.

Portion of the class of traffic students receiving instruction at a recent Thursday evening session of the Los Angeles Passenger Traffic Department's school for new employes and others interested in self-improvement. Rate Clerk Leo Anso, at the blackboard, was the instructor at this particular meeting.

SCHOOL: *Traffic Classes at Los Angeles Prove "Stepping Stone" for Young Railroaders*

FORTY-FOUR graduates in eighteen months from a highly specialized traffic school whose attendance seldom exceeded thirty students, is the splendid record established at Los Angeles by the Southern California Passenger Traffic Department school for messenger students and all passenger employes.

To graduate from this novel school a youth who has begun his railroad career with Southern Pacific must acquire a certain standard of proficiency in his studies of transportation salesmanship. He is then eligible for promotion to ticket clerk, information clerk or other advanced position.

The training school was established January 1, 1936, and is under the direction of Charles A. Pestor, district passenger agent. Classes convene each Thursday evening at 6:30 at the general office in the Pacific Electric Building.

Instruction is carried forward each week with the view of giving the youthful workers a full and thorough course in courtesy, salesmanship and the systematic study of tariffs, sale of tickets, proper use of the telephone, handling of train service special arrangements, correspondence and many other details of office work.

Detailed instruction is given to the messenger students by a school faculty composed of T. F. Fitzgerald, chief rate clerk; Leo Anso, rate clerk; J. M. Barger, Pullman-information agent, and Clarence Crane, chief clerk of the information bureau.

The faculty members arrange special instructive talks during study of various phases of passenger work. These have been given by Harry Kinch, head clerk of the train service bureau, assisted by George Moran, Passenger Agents H. N. Waugh and J. E. Richardson, and others.

Mr. Fitzgerald, because of his kindly interest, has become known to most of the young workers as "Uncle Tom." He and his associate instructors have won much praise and gratitude for their painstaking effort and time devoted to the class work since inauguration of the school.

Once a month examinations are conducted in the class to give assurance of progress and to review the work covered in the previous meetings.

Regular tariffs and railroad maps are used in the class to guide the students. Nor is the familiar schoolroom blackboard missing. The one used at each session becomes well marked and remarked from "chalk talks" given to work out routing problems and other matters.

Every two months the class and instructors have a get-together dinner. At times during the course trains are inspected before departure from Central Station to gain first-hand points of information.

Classes not only are attended by the junior workers, but also by older employes desirous of self-improvement.

Recent graduates from the school include Roy C. Spotti, Carroll A. Hood, T. H. Welch, Phil Anderson, Harold S. Orner, R. S. Bennett, David C. Oliver, Robert K. DeFord, Paul R. Graebner and George A. Baldwin.

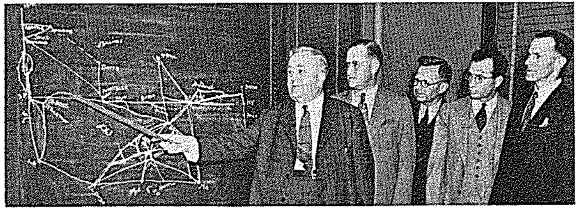
Among the students enrolled for instruction during July were the following:

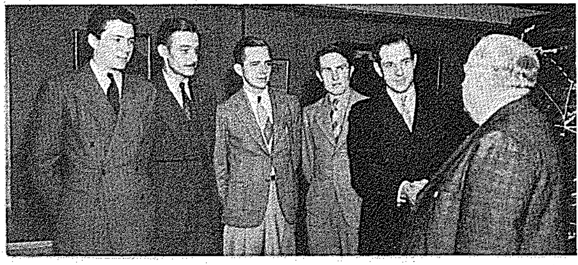
Robt. W. Olson, Edwin M. Tanguy, Wm. W. Flanagan, Wm. E. Wilson, Geo. M. Couch, Irwin L. Logan, Herbert Hall, Jos. F. Gary, Eugene A. Reed, Geo. A. Howard, Anthony S. Mussatti, Charles Lewis, Oral E. Spence, Wm. E. Hokenson, Leonard W. Lucier, Furman B. Moore, Francis E. Hurley, Willard A. Jacobson, John B. Herold, Jas. A. Ray, Woodrow G. Bird, David C. Campbell, Max K. Heine, Lloyd F. Babb, Wm. F. Brewer, Gale W. Hudkins, Stephen O. Adams, Barron R. Haley, Earl L. Webster and Harry H. Huber.

Because of assignments to duty at times during evening hours, attendance at classes varies from week to week.

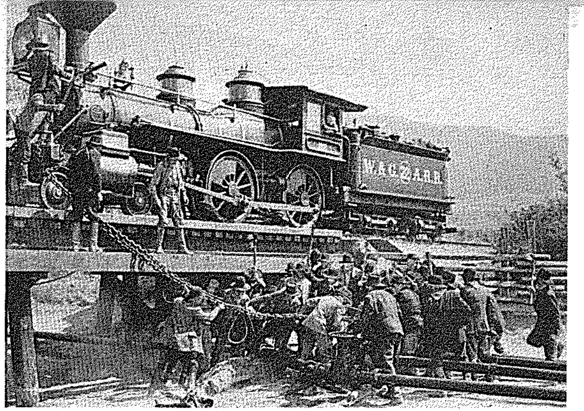
"The school certainly has been of material help in encouraging and properly training and directing the younger men," states Henry P. Monahan, general passenger agent. "At the same time much benefit has accrued to the Company. As a result, there is in our organization a group of employes, constantly increasing in number, specially trained to render a service in line with the ideals of our executives and giving at all times to our patrons friendly and efficient transportation service."

Group of graduates from Los Angeles traffic school receiving congratulations from Instructor Fitzgerald for winning promotions. Left to right—Robt. K. DeFord, Paul H. Graebner, David C. Oliver, Geo. A. Baldwin and Harold S. Orner. (Above) Members of the traffic school faculty. Left to right—T. F. Fitzgerald, chief rate clerk; C. A. Pestor, dis. pas. agent; Clarence Crane, chief clerk information bureau; Leo Anso, rate clerk; and J. M. Barger, Pullman—information agent.





MOVIES: *Old 'Iron Horse' Now Hollywood 'Star'*



Locomotive No. 22, a pioneer of the Old West, is now a star performer in Hollywood. In this picture the early-day Virginia & Truckee woodburner is playing the part of a bold, bad villain; at least it is an accessory to a crime being committed in tearing up a pipe line as a sequence in the photoplay "High, Wide and Handsome," a Rouben Mamoulian Production for Paramount, featuring Irene Dunne with Randolph Scott, Dorothy Lamour and other popular stars.

ONE of the West's pioneer locomotives has "crashed" Hollywood for a starring job in the movies.

After being thoroughly reconditioned and all dolled up by the S. P. "make-up artists" at Taylor Roundhouse in Los Angeles, the sturdy little Virginia & Truckee locomotive No. 22 was recently put through a fast routine before a battery of Paramount cameras and passed the screen test to qualify for a leading role in the photoplay, "High, Wide and Handsome," an historical musical drama starring Irene Dunne.

It was when Paramount found itself in need of a locomotive of the 1860-70 era, that Oliver C. Stratton, head of the studio's property department, began to scout about for such a piece of equipment. The idea of remodeling a small switch engine was considered too expensive, and it was feared such a rebuild would not be mechanically accurate of the period wanted. The search finally lead to the Virginia & Truckee, largely through the suggestion of Gerald M. Best, Hollywood's most outstanding "railroad fan" and builder of model locomotives and cars.

Built by Baldwin Locomotive Works in 1875, the "Inyo" had been out of service for 13 years. Preliminary reconditioning was done in the V&T shops at Carson City. It was operated on its own power to Reno where the driving rods were disconnected and the locomotive coupled into an S. P. freight train for the movement to Los Angeles. After final conditioning at Taylor Roundhouse the locomotive was required to pass the customary tests before being accepted by the railroad for operation on main or branch lines during the filming of pictures.

Known a couple of generations back as the "Inyo," the doughty No. 22 had long ago played a leading role in the colorful and dramatic events of real life staged during the Bonanza Days of the '70's when Virginia City, now a "ghost town" of 500 inhabitants, was a metropolis of 35,000 people; when the railroad carried millions of dollars worth of bullion for Wells Fargo & Co.; when more than fifty passenger and freight trains daily moved in and out of the Virginia & Truckee Ry. terminus at Virginia City; and when the 52-mile railroad from junction with the old Central Pacific (now S. P.) at Reno was the most profitable stretch of rails in America.

All that was in the long ago, but the Virginia & Truckee today proudly upholds its glorious heritage. Its property is in fine condition despite the quirk of fate that left the railroad with but little traffic. A motorized car handles what passenger business there is during normal times, and when an occasion demands more equipment, a train is made up of old fashioned coaches with "Reno," another pioneer locomotive at the head end. At Carson City the railroad has a well-equipped machine shop, engine house, car and paint shop, power plant and several smaller buildings. Five locomotives take care of the road's freight business.

In the picture "High, Wide and Handsome," the pioneer locomotive is seen for only a short time. It is coupled to three antique passenger coaches, and is used to tear loose a pipe line. Stratton declares Paramount executives delighted with the performance of Old No. 22, and while it is "on contract" with that company, it will be rented to other studios from time to time and will undoubtedly enjoy a long residence in the Hollywood movie colony.

During the time No. 22 was recently on location near Chino it was operated by Engineer F. P. Kistler and Fireman A. J. Wells. The train was in charge of Conductor C. H. Plunkitt. When not in use, the locomotive is stored at Taylor Roundhouse.

"C.P." Too?: The pioneer locomotive "C. P. Huntington," No. 1 of Southern Pacific engines, may also break into the movies, according to reports coming out of Sacramento. One of the Hollywood companies is considering an historical picture with some of the scenes to be "shot" on the line of the old Sacramento Valley Rd., now the Placerville Branch of S. P., and loan of the veteran "C. P." may be sought.

Sixty years has seen considerable change in the style of locomotives. The bulging smoke stack so essential to catching sparks and cinders from the pioneer wood-burner's firebox, has disappeared entirely from the modern streamlined oil-burner. The little locomotive is now in the movies and Mayor Frank L. Shaw of Los Angeles and a bevy of beauties from Paramount Studios christen it at Taylor Yard, just before its debut in the picture, "High, Wide and Handsome."

T&NO: *El Paso-San Antonio Rail Link, Once Just 'Traffic Bridge', Becomes Heavy Producer*

By W. W. Hale

General Freight Traffic Manager, Texas and Louisiana Lines, Houston

MY article in the July *Bulletin* was to emphasize the extent and quality of Southern Pacific Lines service as a whole; the relation of our lines in Texas and Louisiana to our System Lines; the importance and, I might say, absolute necessity of increasing our long hauls over them and consequently the revenue of Southern Pacific Lines; the desirability of eliminating the idea that "a car is a car" and the solicitation of "revenue" rather than "cars"; and that a dollar earned between El Paso and New Orleans or St. Louis or Memphis has just the same value when it reaches the Southern Pacific Treasurer as one earned between Los Angeles and San Francisco.

This article will deal with an important link (see accompanying map) of our most lucrative long haul, the **Sunset Route,** between El Paso and San Antonio; our routes to Mexico via Eagle Pass and Laredo; and our short Kerrville branch, the destiny of all of which, traffic-wise, lies so largely in the able hands of W. C. "Bill" Barnes, general freight agent, El Paso, and H. A. "Hubert" Loeffler, district freight agent, San Antonio.

As many S. P. people know, this section of the **Sunset Route** was the scene of a memorable fight between Collis P. Huntington, et al, of the Southern Pacific, and Jay Gould of the Texas & Pacific, which culminated the track laying contest at Sierra Blanca, Texas, November 25, 1881, won so gloriously by Southern Pacific, thus making real Mr. Huntington's dream of a southern transcontinental route.

The fight did not stop there, however, and **of all the leaks of Southern Pacific potential revenue, the connection with the Texas & Pacific at El Paso is the most serious.** In the agreement following the Southern Pacific victory, provision was made for this competitor to use our track between Sierra Blanca and El Paso, familiarly known ever since as our "Joint Track."

When the railroad was built there were only 19,170 inhabitants in the entire district served outside of El Paso and San Antonio, or one person to each 2.2 square miles of territory. In four counties, Presidio, Pecos, El Paso and Crockett, with 42,551 square miles, there were only 8,245 people, or one to each five square miles.

It can, therefore, be readily seen that those hardy and courageous pioneers of the Southern Pacific who risked so much in this great adventure, based no hope on this 670.9 miles of railroad (discussed in this article) as a revenue producing portion of the system, but rather simply as a link in their greater objective, a through transcontinental route. **They were clearly the original advocates of the long-haul.** May their memory and objective always remain green!

El Paso, at an altitude of 3719 feet, is the largest city between Los Angeles and San Antonio, and is situated in the lowest pass of the Rockies.

Unexcelled Main Line

The main line between El Paso and San Antonio, 610 miles, is through a varied terrain, nearly all hilly or mountainous. Through the expenditure of many millions of dollars in succeeding years for line improvements, including the Pecos River bridge, the placing of heavy steel and the reduction of grades and curvatures, a safe, high-speed line has been perfected, the equal of any in the country.

The mountains in West Texas are the highest in the United States east of the Rockies. Guadalupe Peak and Capitan in the northwestern part of Culberson County, which we traverse on the south about 130 miles east of El Paso, rise approximately 8500 feet above sea level. On Mount Locke (our stations Marfa and Alpine) is located the W. H. McDonald Observatory of the University of Texas which, with an 82-inch mirror, will be one of the most powerful in the world when completed.

Our track elevation ranges from 3719 feet at El Paso, dipping to 3568 feet at McNary on Joint Track, where the long climb extends to Paisano, at an elevation of 5074 feet. This is the summit of the **Sunset Route,** the highest point between San Francisco and New Orleans. From Paisano the line is almost constantly descending to San Antonio, at an elevation of 661 feet, which is the lowest point on the El Paso-San Antonio line, even lower than Eagle Pass on the Rio Grande River, which has an elevation of 731 feet.

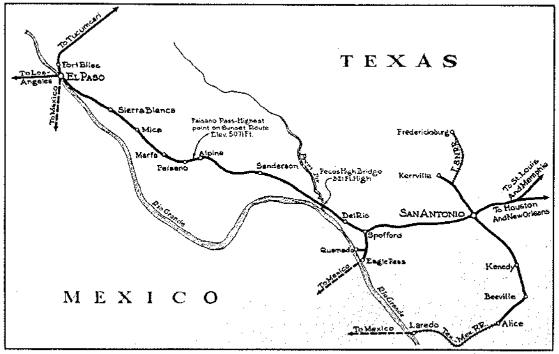
Our San Antonio-Kerrville branch, acquired by the Southern Pacific in the sale of the San Antonio & Aransas Pass Railway, is 71 miles long and traverses a cotton growing district. The territory is also noted for its production of wool and mohair. The privately owned Fredericksburg & Northern Railroad joins our line at Fredericksburg Junction and terminates at Fredericksburg, 23.9 miles.

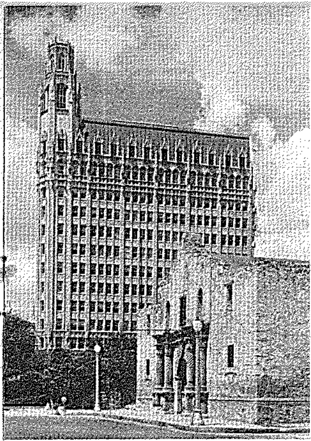
While the line between El Paso and San Antonio is in one of the most sparsely settled regions served by Southern Pacific, this does not mean that it is non-productive. El Paso itself is a very important freight producer, the last official census showing a population of 102,421, with a total of 130,000 in El Paso County. Basic industries go back to natural resources, mining predominating. Waters of the Rio Grande provide irrigation for more than 200,000 acres of rich farm land. It is, of course, also benefited by its strategic location on the Mexican border through international trade.

World Famed Smelters

The largest custom smelter in the world for copper, silver, gold and lead ores is located here. Still another immense copper refinery uses the product of ores smelted at points in Arizona, which after refining, is shipped to the eastern seaboard and Europe, principally through our Texas and Louisiana ports, also to the Far East through Los Angeles Harbor.

The Texas Company and Standard Oil Company of Texas both have oil refineries on our lines at this point. Pacific Fruit Express maintains an icing platform here, which is among the largest in the country, with capacity of 140 cars at one time, and as many as 1,000 cars have been iced in one day during the heavy cantaloupe and other perishable shipping seasons. There are others at Del Rio and San Antonio.





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San Antonio is a picturesque city with modern and historical contrasts. Here, in the shadow of beautiful Medical Arts Building, is the sacred Alamo, mission-fortress where the immortal Col. Travis, Davy Crockett, Bowie, Bonham of other heroic Texans fought to the last man in their battle for freedom back in 1836.

Military Traffic

Nearby is Fort Bliss, one of the oldest and most historic border forts and largest cavalry post in the United States, with 2700 officers and enlisted men. It is served exclusively (and this is well for all to note) by Southern Pacific Lines. **Reverting back to Mr. Huntington's objective: Here at Fort Bliss is a wonderful opportunity of putting his ideas in effect by securing our long haul and consequent revenue from New Orleans, St. Louis and Memphis, rather than the insignificant and unremunerative haul from Tucumcari or El Paso.**

Fort Bliss is the distributing center of supplies for 21 CCC Camps in New Mexico and West Texas. Also located near there is an important revenue producer, the William Beaumont General Hospital of the United States Army, one of the Army's largest and finest, the cost of operation being about $480,000 per annum.

Ciudad Juarez, across the River from El Paso, is a potential source of more system revenue, having two large distilleries and a brewery, also a cotton seed oil mill.

East of El Paso lies a rich agricultural district, which produced approximately 50,000 bales of cotton and cotton linters last year. There are cotton seed oil mills at Clint and Tornillo, and an alfalfa mill at Clint. El Paso Valley produces 4,000 to 6,000 tons of alfalfa hay annually.

At Mica is located a copper-silver mining property, the first carload of ore being shipped to the El Paso smelter in June, 1935. Development of that property, progressing as it is, should ultimately produce several hundred carloads each year.

High-Class Cattle Region

The Big Bend country, roughly that lying between Sierra Blanca, on the west, and Sanderson, on the east, is known throughout the world for its production of high-class beef cattle. Highland-Hereford Breeders Association, with headquarters in Marfa, is the mecca for breeders of Hereford cattle each year when their Fair is held at Marfa. This district furnishes the choicest baby beef in the world, which always demands a premium. Sheep and goats are also successfully raised here, and the outbound movement of wool and mohair is very heavy.

Marfa is also the rail head for the McDonald Observatory and the Shafter Silver Mine at Shafter, Texas, near the Mexican border. The McDonald Observatory, on Mount Locke, previously referred to, is 39 miles northwest of Marfa. The town of Shafter was named for General Shafter of Spanish War fame, who first developed the mine. At Marfa is also located Fort D. A. Russell, an important border army post.

Alpine, with Marfa, is also in the midst of Highland cattle country, and near Terlingua, 80 miles south, are located three of the world's largest cinnabar (quicksilver) mines. Phelps-Dodge Corporation has recently started development work on their San Carlos mine about 20 miles south of the border in the northern part of the City of Chihuahua, Mexico. Supplies and materials are moved through the port of Presidio and are routed via our line to Alpine, thence Santa Fe. The output will be lead and zinc and many hundreds of tons of concentrates daily will be shipped to their El Paso smelter.

The town of Del Rio, just west of Devils River, is surrounded by a country of great scenic beauty and is located about two miles from the Mexican border. It is the center of a vast wool and mohair district.

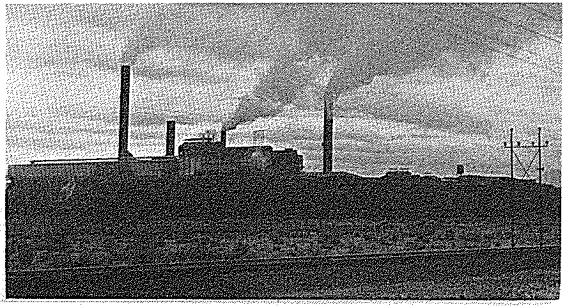
Spofford is the junction of our Eagle Pass branch, the principal industries in the surrounding territory being cattle, wool and mohair. Near Eagle Pass a short branch line was recently built to reach the Quemado Valley, where an extensive irrigated district is under development. The district is at present productive of considerable freight tonnage from its winter vegetable crop; principally spinach where enough of this vegetable is produced to strike terror to the hearts of thousands of small boys, and will eventually become much more so.

Entry to Mexico

The city of Eagle Pass has unexcelled banking and custom house facilities for the quick and efficient interchange of business between the United States and Mexico. It will be of particular value if all of our S. P. representatives will take cognizance of this and the vast territory in Mexico tributary to this port of entry. It should not be necessary to remark that while we have ports of entry on our own lines at El Paso and Brownsville, and Laredo through the Texas Mexican Ry. Co., **Eagle Pass is the only port of entry where we are not handicapped by competition. For any exports into Mexico from the Pacific Coast or from the East, where El Paso can not logically be used, the Eagle Pass Route produces more system revenue.**

The territory between Spofford and San Antonio is essentially a cattle, wool

The Southwest mining region with its many large smelters is the source of much heavy freight traffic moving through the El Paso gateway of Southern Pacific. The largest custom smelter in the world for copper, silver, gold and lead ores is located at El Paso.



and mohair country, with important rock asphalt mines between Spofford and Uvalde. Uvalde is also famous for fine quality of its honey produced from millions of desert flowering plants.

The territory San Antonio to Alice is essentially a cotton growing country, although growing of winter vegetables is very important and becoming increasingly so. Large quantities of onions are produced between Poth and Karnes City. Cattle growing is also an important industry and there is considerable oil production at Pettus between Kenedy and Beeville.

The Texas Mexican branches from our line at Alice, Texas. On that line there is an exceptionally heavy production of cattle, and important oil developments. Near Laredo is a most important onion district.

Laredo is reached by our line in connection with the Texas Mexican R. R. via Alice, and is highly competitive with the Missouri Pacific. Naturally, **routing from or to the Pacific Coast should be via Alice and Texas Mexican, which route affords us our longest and most remunerative haul where El Paso and Eagle Pass do not afford the logical gateway.**

San Antonio, the main terminus of the district this article covers, is a picturesque city of contrasts, a modern city 200 years young, rich in historic interest, where skyscrapers stand side by side with ancient missions.

San Antonio is the nation's largest military center with more than 12,000 officers and enlisted men, and in excess of $50,000,000 investment in land and buildings. Near here is located Randolph Field, the "West Point of the Air"; Fort Sam Houston, headquarters of the 8th Corps Area; Kelly, Brooks and Duncan Fields; Camp Stanley and Camp Bullis; all of which are served by Southern Pacific rails.

Crude oil is produced in large quantities in the territory south and east of San Antonio; and onions are grown on the dry farms south of San Antonio, as well as spinach, and other winter vegetables. It is the center of a large cattle section, which has added largely to its prosperity. It is, of course, the chief business center between Houston and El Paso and its trade territory covers an expanse as great as several of our eastern states.

Look Out For Short Haul

San Antonio, from our standpoint, is highly competitive with the M-K-T and Missouri Pacific and, therefore, gives rise to another serious leak in our revenues. **It is a fertile short-haul junction; many of our friends, particularly on the Pacific Coast, failing to realize, as referred to in my article last month, that regardless of the apparent circuitous routing, our service to Austin, Waco and other central and north Texas territory is equal to our competitors in every respect, as it is, of course, to New Orleans, St. Louis, Memphis and points beyond.**

Summarizing: This link in our southern transcontinental route from the Pacific Coast through New Orleans, St. Louis and Memphis, and via Morgan Line from Houston and Galveston, dreamed of by our old pioneers, is not in itself sufficiently productive to justify the blood and money spent in its building and its continued operation. Therefore, it must be considered almost solely as a link of our Southern Pacific Lines. The investment is there, the track is there, the service is there, and only awaits full use, which can be accomplished if our agents, bill clerks and those charged with the solicitation of business will bear this in mind and make their first consideration the routing of every possible pound of freight and passenger over it.

WATKINS: *Louisiana Officer Succumbs to Heart Ailment*

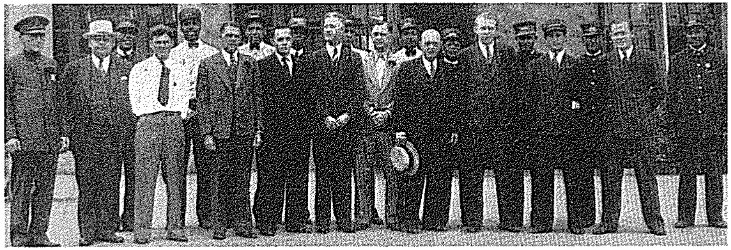
R. C. Watkins, 62, vice president and general manager of S. P. lines in Louisiana, with headquarters at New Orleans, died in that city July 28 of a heart ailment. Funeral services were held in Dallas.

Starting his railroad career as a laborer and track walker on the El Paso Division in September, 1895, Mr. Watkins advanced through the engineering and maintenance departments on the lines in Texas and Louisiana. During 42 years service he was a rodman, instrumentman and ass't engineer on construction and re-survey of portions of the Morgan Louisiana & Texas and the Louisiana Western lines, now units of the S. P. system; was division engineer of Houston Division; office engineer of the GH&SA at Houston; and system corporate maintenance engineer before advancing to vice president and general manager at New Orleans in March, 1923.

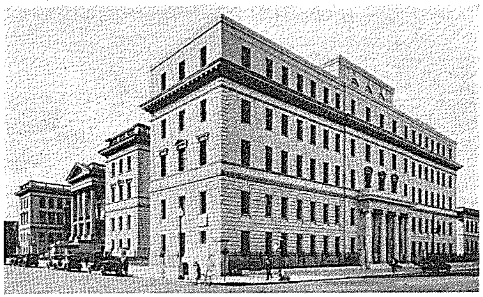
TURNER: *Gen'l Passenger Ag't Is Named for Louisiana Lines*

Edwin A. Turner, who started work for Southern Pacific thirty years ago as an office boy in the Accounting Department at Houston, has been appointed general passenger agent of S. P. lines in Louisiana to succeed W. C. McCormick who died last month. Mr. Turner had been district passenger agent at New Orleans, where he will continue to have his headquarters.

Prior to serving the U. S. Navy during the World War, Mr. Turner had advanced through various positions in the Accounting Department. Returning to railroad work after the war, he became traveling freight and passenger agent for S. P. at Memphis, moving from there to ass't general passenger agent, New Orleans in March, 1927.



FAST GROWING STATION: *From just another S.P. station but a short time ago, the station at Glendale has developed into the second station of importance in Southern California. People from the Santa Monica Bay district, Beverly Hills, Hollywood, Van Nuys, San Fernando Valley, Pasadena, and the neighboring territory are finding it more convenient to board or leave the trains at Glendale than go through the traffic to Los Angeles. As a consequence business at the station has been greatly increased and the station force has been trebled during recent months. In the group above are: First row, left to right—Albert E. Lawrence, special agent; H. E. Pierson, district passenger agent; Dean K. Farrar, baggageman; Lloyd H. Bell, night baggageman; R. J. Hills, relief clerk; Clinton E. Miller, utility clerk; Paul Noll, cashier; E. R. Stinson, agent; Donald Pierson, news stand attendant; Lawrence Stevens, passenger director; and Lawrence A. Pierson, manager news stand. Second row—Redcaps Hubert Gallow, Clifford Harrison, Palmer Lampkins, John Wilson, James Welch, Ovid A. Pierce, Robert Beverly, Mark Lewis, Louis Mouton, head porter, and William McKinley Moore. Absent when picture was taken were: L. A. Rapp, night ticket clerk; W. R. Loescher, clerk; K. E. Koerber, ticket clerk; and H. E. Terry, utility clerk.*



Harkness Annex adjoining the East Wing of the General Hospital in San Francisco. Its construction in 1929, also building of the Tubercular Sanatorium at Tucson, was made possible through a $612,000 gift to the Hospital Department from Edward S. Harkness, a director of Southern Pacific Company. Facilities at the hospital and the Tucson sanatorium are now to be further improved by another gift of $50,000 from Mr. Harkness and expenditure of about $100,000 by the Company itself.

HOSPITAL GIFT: *Director Harkness Adds $50,000 to Fund for Improvements*

WITH a gift of $50,000 from Edward S. Harkness, director and member of the Executive Committee, added to an appropriation of $100,000 from the Company itself, substantial improvements are to be made in Southern Pacific's Hospital Department and new facilities will be provided to increase its usefulness to the Company's employes. This announcement was recently made by Chief Surgeon Dr. W. B. Coffey after the Executive Committee had gratefully acknowledged Mr. Harkness' gift.

Mr. Harkness, it will be remembered, has already been a generous benefactor to the Southern Pacific Hospital Department. It was his contribution of $612,000 that made possible the construction of an entire new unit to the General Hospital and the building of the Tubercular Sanatorium at Tucson during 1929. During his years of association with Southern Pacific activities, Mr. Harkness has been particularly concerned with maintaining a high standard of efficiency and professional skill in the railroad's hospitalization work, and it is his hope that his gift will help the hospital more adequately care for the Company's employes. In accepting Mr. Harkness' gift, the Executive Committee formally recorded "its deep appreciation of this further evidence of his continued interest in the better care and protection of the Company's employes."

Employes who have never been patients in, or visited, the General Hospital at San Francisco, probably little realize the size and standing of the great humane institution toward the maintenance of which they contribute each month.

The hospital, recognized as one of the world's outstanding medical institutions and distinguished as the first hospital established in this country for the exclusive use of employes of a railroad company, occupies an entire block bordering beautiful Golden Gate Park. In the main four-story structure built in 1909, there are 300 beds, in addition to the space devoted to medical rooms, commissary, offices and other departments.

In the Harkness Annex there are 100 beds on the second, third and fourth floors. On the first floor is the Outpatient Department, and the clinics of the eye, ear, nose, and throat specialists, as well as the dental clinic. On the fifth floor is located the clinical laboratory for cases under observation in the hospital, and the quarters for interns. The sixth floor is devoted to the extensive research laboratories and to the assembly hall for staff meetings.

Exclusive of the visiting staff of physicians, there are 145 officers and employes in the General Hospital, averaging more than one employe to two patients, a ratio reached only in private hospitals operated for profit.

At the Tucson sanatorium there are accommodations for 85 patients, and a medical staff of ten.

On the divisions and at the general shops there are 14 emergency hospitals or first aid stations. The entire Hospital Department has a staff of 525 physicians and 75 specialists on Pacific Lines.

That person is most cultivated who is able to put himself in the place of the greatest number of persons.—Jane Adams.

THANKS: *Courtesies of S. P. Folks Praised by Customers*

Conductor **O. N. Nelson** is commended by Mrs. K. A. Shifley of Placerville, "for his unfailing courtesy in looking after the comfort of passengers, young and old."

Porters **Richard W. York, Herbert Hall, Z. H. Means** and **Jo Wong,** were commended by F. E. Corwin of San Jose, for being "kind and obliging" and "dispensing service with a smile."

Margaret Gowler of Saskatchewan, Canada, was impressed by the courteous service of **R. L. Dixon,** Los Angeles Baggage Dept.

"I could not help but observe the very courteous and thoughtful way in which Brakeman **S. A. Sandstrom** cares for the comfort of his passengers," writes Miss D. F. Thayer of Gilroy.

Referring to **P. W. Athey,** agent at Livermore, Dr. C. W. Mack, medical director of Livermore Sanitarium, says: "He is always enthusiastically anxious to render service and I feel that he is an asset to the community."

Baggage Master **Harry R. White,** Fresno, merited the gratitude of W. E. Peters of Berkeley by "doing everything possible" to care for Mr. Peters' dog which was left in his custody for a few days.

Appreciation of the "friendly and courteous manner" in which Southern Pacific rendered assistance to R. L. Harrison & Co., Albuquerque, N. M., when one of their trucks at Tucumcari needed special work that local garages were unequipped to perform, is expressed in a letter from that concern. "We are going to show our appreciation in a substantial way," they write, "by routing as many shipments as we possibly can over your rails."

Conductor **A. J. Ford,** Portland division, noting that a lady passenger and her two children on arriving at Roseburg, were without sufficient funds to continue to destination, took up a collection and relieved the lady of her difficulty.

A most unusual service was recently rendered to a woman passenger at Oakland Pier, by **Jack Machado,** news service helper. The lady could not speak English and Machado, who speaks both Spanish and Portuguese, was called upon to act as interpreter. She was enroute to New York, he learned, and had not eaten that day and was practically without funds. Machado saw to it that she had a meal, advised the news agent of her needs for the following day, and gave her some money from his personal funds.

When a dog broke away from its owner, a lady traveling to St. Louis, causing her to leave the train, Special Officer **L. W. Key** at Yuma, helped search for the animal, meanwhile having taken the lady to his home where Mrs. Key entertained her until she was able to continue her journey.

S. P. DOLLAR: *Railroad Is An Artery in Blood Stream of the Nation's Economic Life*

BY CLAY C. CATHER
Auditor Misc. Accts. Department

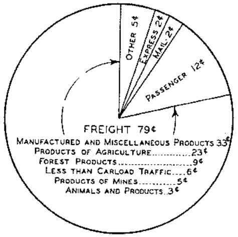
IN economic importance the railroads of this country are second only to Agriculture.

Railroads have frequently been referred to as the backbone of this nation's economic structure, and agriculture as its heart. The railroads might better be likened to the arteries in this structure and the revenue they receive, principally from agriculture, the heart, as the blood coursing through those arteries and vitally affecting the existence of every industry and every individual.

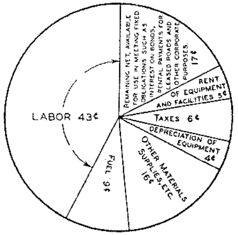
Southern Pacific Company is one of the nation's principal arteries. In 1936, S. P. Lines operating revenue amounted to 204 million dollars. Of this amount, 88 million was paid to 56,000 employes for salaries and wages. 52 million was paid for material, supplies, fuel, and sundry expenses; an amount distributed to over 2,500 firms in 43 states. Approximately one-half of the total amount expended for purchases, went to some 500 firms located in about 150 California cities.

Tax assessments levied by various states, counties, and cities in S. P. territory, took 12 million dollars. 10 million was paid for rent of equipment, principally freight cars and refrigerator cars received in interchange, and a relatively small amount for facilities operated jointly with other railroads. Included in expenses of operation was 8 million dollars representing depreciation of equipment.

How S. P. Dollar Is Earned



How S. P. Dollar Is Spent



After accounting for these items, there remained a net railway operating income of 34 million dollars. Net Railway Operating Income is the amount left after paying the expenses of operating the property. From this must be paid interest on bonds and Equipment Trust notes in the hands of the public, improvements to the property and dividends, if any. No dividends have been paid, however, since January 2, 1932.

Some idea of the extensive use made of each dollar of revenue earned by S. P. in 1936 is more clearly demonstrated when attention is given its many important channels of distribution, as indicated by the accompanying chart. Considering its distribution to 56,000 employes; to the thousands of firms from whom purchases were made; to its many bondholders; and, when earnings permit, to more than 48,000 stockholders, the economic importance of the Southern Pacific dollar is beyond question of doubt.

It is well to remember that distribution of this S. P. dollar does not stop with these first receivers; it is passed on by employes, by firms from whom purchases are made, and by its many other recipients, who in turn pass a share of the railroad dollar on to their dependents.

This information is given in the hope that it will be "passed on" by our employes to the shipping and traveling public. Not with the idea of impressing the public with the size of our company, nor the magnitude and extent of its operations, but simply to point out to them the many benefits not often considered, which accrue to the communities served by S. P. Lines, as well as the nation as a whole, as a result of their shipping and traveling by rail.

Let us endeavor to impress the public with the fact that a dollar spent with the railroads does not become an idle dollar withdrawn from the nation's life stream. That dollar is broken up and through greater distribution, its power is enhanced. It is passed on and on, spreading its economic power throughout the country and exerting a vital influence in the life of every individual.

MASONS' SPECIAL: High praise for Southern Pacific service and equipment was given by a large delegation of colored Masons who traveled by special train from Los Angeles and other cities to a convention in Portland during July. The train left Los Angeles July 16 with 148 delegates on board, headed by Theodore Moss, grand master. Delegations were picked up as the train proceeded north so that it arrived in Portland with 291 passengers. It was the largest colored convention group ever to depart from Southern California.

CUSTOMERS *are giving ticket salesmen at Los Angeles and elsewhere on S. P. lines busy times these days as vacation and tourist travel has reached a volume not enjoyed for many years.*

REDHEADS *had their own bathing beauty contest recently at Taft on the Oregon Coast. Ruth Rhodes (center in trio at left), daughter of Lawrence "Dusty" Rhodes, Brooklyn yardman, won in competition with many of Oregon's most radiant beauties.*

RETIRED *after 28 years railroad service, Albert Bouch (right), helper in Store No. 2, Los Angeles, was given a radio recently by his fellow-workers.*

FISHERMAN *J. T. Silva, machinist helper, Sacramento roundhouse, hooked these striped bass in Sacramento River. The biggest one weighed 19½ pounds.*

WHAT'S GOIN' ON *with these fellows (below). Camera trick puts Fred W. Smith, sup'v. of wage schedules, Gen. Office, on lap of Howard Watts, sec'ty. to sup't. Ogden.*

GLOBE TROTTING *is Alfred A. Hapgood's plan since retiring as city ticket agent, San Jose, after 36 years with S. P. Maps trip for successor, J. Hale Larkey, and Mercury-Herald cameraman.*

SKIPPER *of the S. S. Dixie, Captain Einar W. Sundstrom, arrives in Los Angeles with Mrs. Sundstrom on vacation trip.*

ELSIE GUILLO *is one of the ten waitresses whose personalities and capable services attract many regular customers to the Central Station Restaurant at Los Angeles where genial F. K. Schilling is the manager.*

'49er DAYS *were recalled July 10 when the "Forty-Niner," new transcontinental flyer, reached Oakland Pier on first western trip. Stewardesses: Florence Welp, Margaret Lee. Train crew: Conductor Jas. L. Simpson, Brakemen Frank Cummings, John A. Strohm.*

PENSIONS: *New S. P. System Will Give Employes Benefits Not Covered in Federal Plan*

AS a result of enactment of the Railroad Retirement Act of 1937, the pension systems that had been maintained by the Southern Pacific Lines and Northwestern Pacific Railroad Company were withdrawn and cancelled, and a system of pensions and gratuities applicable to the employes of the Southern Pacific Lines and wholly controlled affiliated companies was adopted, effective July 1, 1937.

Pensions are to be granted to eligible employes of the following companies which are subject to the Retirement Act:

Clackamas Eastern Railroad Company.
Holton Inter-Urban Railway Company.
Northwestern Pacific Railroad Company.
Pacific Electric Railway Company.
Pacific Motor Transport Company.
Petaluma & Santa Rosa Railroad Company.
San Diego & Arizona Eastern Railway Company.
Southern Pacific Company.
Southern Pacific Transport Company.
Southern Pacific Transport Company of Louisiana, Inc.
Texas and New Orleans Railroad Company.
Visalia Electric Railroad Company.

Provision is made for allowance of gratuities, on proper approval, to the employes of companies that are subject to the Social Security Act, as follows:

Fresno Traction Company.
Hospital Association of Southern Pacific Lines (in Texas and Louisiana).
Interurban Electric Railway Company.
Los Angeles Public Market Company.
Los Angeles Union Terminal Company.
Motor Transit Company.
Pacific Electric Land Company.
Pacific Motor Trucking Company
Rio Bravo Oil Company.
San Jose Railroads.
Southern Pacific Building Company.
Southern Pacific Equipment Company.
Southern Pacific Land Company.
Southern Pacific Terminal Company.
Stockton Electric Railroad Company.
Union Terminal Warehouse; and gratuities to the following companies which are not subject to the Retirement Act or the Social Security Act:

Inter-California Railway Company.
Inter-California Southern Railway Company.
Nacozari Railroad Company.
Tijuana & Tecate Railroad Company.

The pension rules conform in many respects with the corresponding provisions of the Retirement Act. The important differences are that the rules provide for pension and gratuity allowances to certain classes of disabled employes who would not now receive annuities under the Retirement Act, and that pension and gratuity allowances, except to the classes of disabled employes just mentioned, are to be the amounts by which such allowances exceed the amounts which employes have become eligible to receive as annuities under the Retirement Act and old age benefits under the Social Security Act.

Who Eligible

The rules provide that the following described employes shall be eligible for pensions and gratuities:

1. Employes who shall be 65 years of age or over and have completed 20 years of service.

2. Employes who shall be 60 but less than 65 years of age and either have—
   (a) completed 30 years of service, or
   (b) become totally and permanently disabled for regular employment, after completion of 25 years of service in the case of males or 20 years of service in the case of females, but less in either case than 30 years;

but the pensions of employes described in paragraphs (a) and (b) of this paragraph shall be reduced at the rate of one one-hundred-and-eightieth for each month that they are under age 65 when their pensions or gratuities become payable.

3. Employes, without regard to age, who are totally and permanently dis-

PROUD: *Customers' Letters Praise Dining Car Service*

"We all remarked about the good food and the splendid service . . . most courteously treated by everyone."—W. C. MacFarlane, Minneapolis.

"Thank you for the very courteous treatment from your employes."—Mrs. E. Chester Lockwood, Cleveland.

". . . I ate the most wonderful meals in your dining car, served tasty by courteous waiters."—Mrs. Warren Y. Scott, Melrose Highlands, Mass.

". . . had some very delightful meals on the Southern Pacific diners."—Laurence B. Martin, Los Angeles, Cal.

". . . splendid service . . . salad bowl so nicely prepared. . . . Steward especially competent and courteous."—Alma D. Katz, Portland, Ore.

"Meals were very good . . . waiters did everything to make our trip pleasant."—Dr. F. B. Strauss, Bismarck, N. D.

abled for regular employment and shall have completed 30 years of service.

4. Employes under 60 years of age who shall have completed less than 30 years of service and are totally and permanently disabled for regular employment, provided they shall have completed 25 years of service in the case of males or 20 years of service in the case of females; but the pensions of such employes shall be subject to the one-third reduction applicable to employes retired at age 60 as described in paragraph 2 (b).

The employes described in paragraph 4 are not eligible for annuities and will not be until they reach the age of 60, hence it is the purpose of the rule on which that paragraph is based to provide reasonable allowances to such employes until they reach the age of 60 and thus become eligible for annuities.

No pension shall be granted after September 30, 1937, to an employe who retires from service after the month in which he reaches the age of 70 years.

How to Figure

A pension or gratuity is to be computed by multiplying an employe's years of service by one percent of his average monthly pay during the last ten years of employment, and deducting from the product thus obtained the maximum amount which he shall have become eligible to receive as an annuity under the Retirement Act; except that such deductions shall be made from the pensions or gratuities of employes described in paragraph 4 when they shall have reached the age of 60; and provided that the amounts of old age benefits under the Social Security Act payable to employes whose years of service include employment by a company named herein which is subject to that Act, shall be deducted from their pensions when such benefits become payable.

The term "years of service" means continuous or unbroken service with the Company by which a person was last employed, or by that Company and one or more of the other companies, referred to herein. The continuity of service shall not be broken by absences from service by reason of voluntary or sick leaves, suspension, dismissal followed by reinstatement within one year or lay-off on account of reduction of force or as a result of operation of the carriers by the Federal Government; but any time so lost on and after July 1, 1937, is to be deducted from years of service for the purpose of computing pensions. Service is allowed, however, for continuous employment with any of the railway lines referred to herein during the period of Federal control of carriers and for absences while in the military service of the United States during the World War.

Years of service are not to include any service rendered after June 30, 1937, by an employe who is 65 years of age or over, but the pay received by such an employe after age 65 is to be included in arriving at his average monthly pay.

The method provided in the rules for computing pensions of employes described in paragraphs 1, 2, 3, and 4 is illustrated in the following:

Examples

Paragraph 1. An employe who retires when between 65 and 70 years of age after completion of 40 years of continuous service, and whose average pay during the last 10 years of employment is $500 per month, will be eligible for the following pension:

1% of $500 is $5.00.	
40 years multiplied by $5.00 equals	$200.00
Deduct the amount of his Retirement Act annuity, assumed to be	120.00
Amount of Company pension	$80.00

Paragraph 2(a). If the same employe is only 60 years of age when he retires, his pension will be:

1% of $500 is $5.00.	
40 years multiplied by $5.00 equals	$200.00
Deduct sixty one-hundred-and-eightieths or one-third for the 60 months that he is under age 65	66.67
	$133.33
Deduct the amount of his Retirement Act annuity, assumed to be $120 but reduced sixty one-hundred-and-eightieths or one-third for the 60 months that he is under age 65	$ 80.00
Amount of Company pension.	$ 53.33

Paragraph 2(b). An employe becomes disabled for regular service at the age of 60 after completion of 29 years of continuous service, and with an average rate of pay during the last 10 years of employment of $500 per month; his pension will be:

1% of $500 is $5.00.	
29 years multiplied by $5.00 equals	$145.00
Deduct sixty one-hundred-and-eightieths or one-third for the 60 months that he is under age 65	48.33
	$ 96.67
Deduct the amount of his Retirement Act annuity, assumed to be $116 but reduced sixty one-hundred-and-eightieths or one-third for the 60 months that he is under age 65	77.33
Amount of Company pension.	$ 19.34

Paragraph 3. This employe is disabled. He is 59 years of age, has completed 40 years of service, and his average pay during the last 10 years of employment is $250 per month. His pension will be:

1% of $250 is $2.50.	
40 years multiplied by $2.50 equals	$100.00
Deduct the amount of his Retirement Act annuity, assumed to be	105.00
Amount of Company pension.	nil

Paragraph 4. This employe, who was disabled when 55 years of age and with 25 years of service, is not eligible for a Retirement Act annuity. Assuming his average monthly pay during the last 10 years of service to be $225, his pension will be:

1% of $225 is $2.25.	
25 years multiplied by $2.25 equals	$ 56.25
Deduct one-third to correspond with computation of pension in example 2 (b)	18.75
Amount of Company pension	$37.50

This pension is payable by the Company until the employe reaches the age of 60 and thus becomes eligible for a Retirement Act annuity. Assuming his average pay as computed under the Act to be $225, he will then receive the following amount as an annuity:

2.00% of the first $50 is $1.00.	
25 years multiplied by $1.00 equals	$ 25.00
1.50% of the next $100 is $1.50.	
25 years multiplied by $1.50 equals	37.50
1.00% of the next $75 is $0.75.	
25 years multiplied by $0.75 equals	18.75
	$ 81.25
Deduct sixty one-hundred-and-eightieths, or one-third, for the 60 months that the employe is under age 65	$ 27.08
Amount of annuity	$ 54.17
Deducting the amount of the annuity from the amount of the pension, leaves	nil

The same process will be employed in computing gratuities of employes of companies subject to the Social Security Act, except that the amounts to be deducted from the computed pensions will be the old age benefits allowed the employes at age 65 under that Act.

If the pension of an employe is based upon continuous service with a company named herein that is subject to the Social Security Act and another such company that is subject to the Retirement Act, the total amount of both the old age benefit and the annuity which such an employe is eligible to receive as a result of such service will be deducted from the amount of his computed pension.

John Harrison, millman and shaper hand at Sacramento Shops, turns to his home workshop to enjoy his hobby of wood carving and inlaying. The writing desk (left) is part of a set of furniture which he designed and built during leisure hours. The hand-carved ebony cabinet (right) contains some of the attractive household articles and novelties made from hundreds of bits of wood of various grains and colors.

HOBBIES: *Officeman and Shopman Skilled in Wood Cutting and Inlaid Furniture Designs*

ALTHOUGH John Harrison and Clarence W. Moulton travel widely separated paths in their lines of duty, they meet on common ground in pursuit of their fascinating hobbies. Harrison is a millman and shaper hand at Sacramento Shops and Moulton is assistant chief clerk of the Operating Department's appropriation bureau in the General Office, but in their spare time both are experts at plain and fancy wood-cutting.

Harrison's choice of a hobby is unique in that it differs from his work only by a change of setting. From his work bench at the Shops where he helps in the making of lounge car chairs and other passenger car equipment, Harrison turns to his work bench at home to devote his leisure hours to making more furniture and household accessories.

Harrison specializes in inlaying, and his home is partly furnished with chairs, desk, tables, and lamps inlaid with hundreds of bits of wood of various grains and colors. An exquisitely hand carved ebony cabinet and numerous intricately patterned ash trays, picture frames, cigarette and match containers, desk sets, cribbage board, domino sets, gavels, checker boards and bowls are other products of his artistic fashioning.

To create his beautiful wooden mosaics, Harrison uses ebony, walnut, mahogany, koa, magnolia, vermillion, maple, pine, poplar, fig gum, coco bella, tulip, red mesquite, burl redwood, macuba, osage, Tennessee cedar and lemon wood. Inlay is done by hand and requires much patience. Harrison has been doing this unusual work for over fifteen years, and has done wood carving for more than thirty years.

Unlike Harrison, Moulton has worked at his hobby a comparatively short time, a fact which makes his cuttings more remarkable. While visiting his boyhood home in Oregon last year, Moulton came across a small foot-powered jig-saw that had been given to him when he was a lad, shipped it to his home in Burlingame and tried his hand at cutting out wooden knick-knacks. Cowboys on bucking broncos and animals of all descriptions soon sprung up around his workshop, and it wasn't long before all the children in the neighborhood were at his door to place an order for one of the figures.

Using photographs for his models, Moulton cuts from three-ply wood, incorporating minute details in his images by adept handling of the antiquated jig-saw. Many of his creations are useful as well as ornamental, but he derives most pleasure out of catering to the demands of the kids, to whom he has become an emissary of Santa Claus.

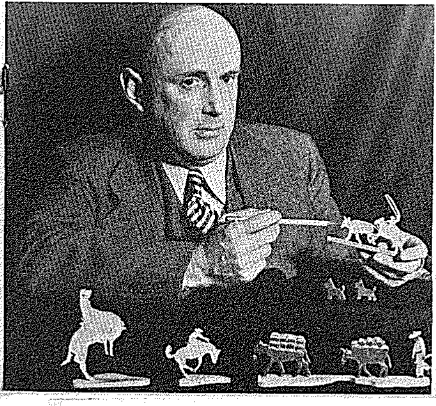
EARNINGS: *Revenues Gain First Six Months of '37*

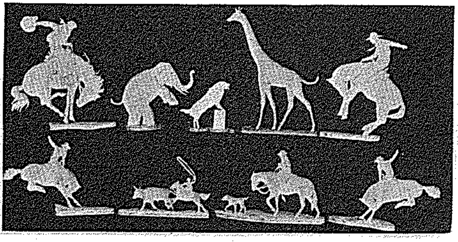
For the 6 months ended June 30, 1937, Railway Operating Revenues of Southern Pacific Lines amounted to $112,477,975, or $22,240,940 over the same period for 1936, an increase of 25 per cent.

During the same period Railway Operating Expenses were $86,441,148 or $17,363,302 over the same period for 1936, an increase of 25 per cent.

After deducting tax accruals of $8,449,768, and net rentals paid for use of equipment and joint facilities totaling $5,605,346, there was left Net Railway Operating Income of $11,981,713, or $2,176,842 over the same period for last year, an increase of 22 per cent.

Net Railway Operating Income is the amount left after paying the expenses of operating the property as shown above. From this must be paid interest on bonds and Equipment Trust notes in the hands of the public, improvements to the property and dividends, if any. No dividends have been paid, however, since January 2, 1932.





Using an antiquated jig-saw, Clarence W. Moulton (left) operating Dept., S. F., cleverly fashions the artistic wooden figures shown here. The one which he is holding is also shown second from the left in the bottom row (below) which gives an idea of their size.

HERE AND THERE ALONG THE LINE

PROMOTED:

C. D. Lafferty, from assistant general freight agent, Portland, to industrial agent, central district, S. F. . . . *Frank A. Smith* succeeds Lafferty and *H. L. Smith* takes over Frank Smith's former duties as *assistant general freight agent*, San Francisco.

Leland Fife, former assistant master mechanic, Sparks, to master mechanic, San Joaquin Div., Bakersfield, succeeding *J. J. Keller*, who has made application for retirement.

C. S. Jones, to division storekeeper, Portland Div., vice *J. F. McAuley*, deceased. . . . *V. R. Naylor* succeeds Jones as district material supervisor, West Oakland Stores. . . . *A. E. Lines*, to electrician foreman, L. A. Shops, succeeding *E. J. Sergel*, retired. . . . *Scott Ryall*, from asst. head file clerk, Bakersfield, to MP&C clerk, Mojave. . . . *Thos. L. Gordon*, from division electrician, Western Div., to supervisor power distributing lines, vice *L. C. Hartwig*, assigned to other duties. . . . *B. Manos*, to section foreman Rolinda, Western Div. . . . *A. Anderson*, to foreman B&B gang 13, Western Div. . . . *Joe Baumann*, from sheet metal worker to foreman copper shop, Sacto. Shops. . . . *Frank W. Herman*, labor foreman, to foreman paint and labor departments, El Paso Shops.

RETIRED:

The following have made application for, and have been granted annuity under the Railroad Retirement Act of 1935: *Mike Cimmarrusti*, section laborer, Los Angeles, June 1, 1936; *Clarence T. Manville*, telegrapher and agent, Calipatria, Los Angeles Div., June 1, 1936; *Francis A. Nutt, passenger car builder, Sacramento* Shops, June 11, 1936; *Jack C. Cunningham*, conductor, Dunsmuir, July 14, 1936; *Jesse W. McCartney*, yardman, Tracy, June 26, 1936; *George O. Keffer*, B&B carpenter, Lomita Park, May 1, 1937; *George Latham*, machinist, Los Angeles Shops, Oct. 1, 1936; *William Robinson*, janitor, Oakland, July 6, 1936.

BORN:

To Mr. and Mrs. *Leo Lyons*, a daughter, July 5. Lyons is appropriation clerk, Operating Dept., S. F. . . . To Mr. and Mrs. *R. H. Nunes*, a daughter, June 24. Nunes is clerk in S. F. District Freight Office. . . . To Mr. and Mrs. *Thos. Croupe*, twin sons. Croupe is industrial clerk at Los Angeles freight station. . . . To Mr. and Mrs. *Thos. E. Walsh*, a daughter, June 28. Walsh is in Asst. General Auditor's office, S. F. . . . To Mr. and Mrs. *Tom Gillmore*, a daughter. Gillmore is water service helper, Western Div. . . . To Mr. and Mrs. *Pat O'Mullen*, a son, July 8. O'Mullen is machinist, L. A. Shops. . . . To Mr. and Mrs. *Ed. Denyer*, a son, July 12. Denyer is machinist, L. A. Shops. . . . To Mr. and Mrs. *E. Barraclough*, a daughter, June 27. Barraclough is in store dept., L. A. Shops. . . . To Mr. and Mrs. *Leo Keller*, a son, June 23. Keller is clerk-steno, Brooklyn store dept. . . . To Mr. and Mrs. *A. Gilmore*, a son, July 3. Gilmore is signal maintainer, Promontory Point. . . . To Mr. and Mrs. *John Wilson, a son, July 10.* Wilson is grinder operator, welding gang 22, Stockton. . . . To Mr. and Mrs. *John Dutra*, a son. Dutra is wheel roller, Sacto. Shops. . . . To Mr. and Mrs. *Ronald Sundborg*, a daughter, June 22. Sundborg is machinist, Sacto Shops. . . . To Mr. and Mrs. *Bill McNamara*, a son. McNamara is molder, Sacto. Shops. . . . To Mr. and Mrs. *Al Simonsen*, a son, July 18. Simonsen is electrician, Sacto Shops. . . .To Mr. and Mrs. *Henry J. Duchouquette*, a son, June 28. Duchouquette is machinist apprentice, El Paso Shops. . . . To Mr. and Mrs. *Antonio S. Aguilar*, a son, June 21. Aguilar is boilermaker, El Paso, Shops. . . . To Mr. and Mrs. *David Cuestas*, a daughter, June 13. Cuestas is differential boilermaker helper, El Paso Shops.

MARRIED:

John E. McKirahan, brakeman, San Joaquin Div., to Mary Lee McKirahan, July 3. . . . *Gilbert Gillette*, roundhouse clerk, Salt Lake Div., to Miss Marvel Engstrom, July 16. . . . *A. W. DePew*, conductor, Rio Grande Div., to Mrs. Ceris Alexander, June 1. . . . *John J. Dale*, water service helper, Rio Grande Div., to Miss Lucille Drake, April 30. . . . Miss *Mabel Wright*, PBX operator, El Paso, to John T. Turner, June 21. . . . *A. E. Paulist*, clerk, Treasury Dept., S. F., to Miss Carolon Hauser, June 9. . . . *Stanley Walton*, clerk, Central Timekeeping Bureau to Miss *Virginia Smith*, comptometer operator, Aud. Frt. Accts. office, July 24. . . . *Don Marsters*, Portland Div., to Miss Betty Bruscher, July 2. . . . *Edwin D. Smith*, road foreman of engines, Eugene, to Miss Kathryn P. Stratzer. . . . *A. J. Levin*, yardman, San Jose, May 21. . . . *Frank Phillbrick*, asst. signal supervisor, San Luis Obispo, July 3. . . . *Gladys Murphy*, comptometer operator, Aud. Misc. Accts. office, to Adam Frisbie, June 14. . . . *Jim Bruno*, apprentice molder, Sacto. Shops, recently. . . . *Wm. Burgher*, electrician, Sacto. Shops, to Miss Mary Evelyn Fowler, July 10. . . . *Eugene Cecchettini*, sheet metal worker, Sacto. Shops, to Miss Phyllis Caldarella, June 27.

BOOSTER RETURNS: *Proudly displaying credentials signed by "Neptunus Rex" and "Davy Jones" vouching for her having been "gathered to our fold and duly initiated into the Solemn Mysteries of the Ancient Order of the Deep," by virtue of having twice crossed the Equator, Miss Ouida Wolfe returned to her desk in the Superintendent's Office at Los Angeles July 26, after a six weeks' voyage that took her to Hawaii, New Zealand, Australia, and several of the South Sea islands. Ouida never passed up a chance to boost the good old S. P. and had several excellent opportunities for this during radio interviews at Auckland, Sydney and Melbourne. Before her ship got back to the States she had sold 14 S. P. tickets.*

DIED:

Carl Massingill, yardman, L. A. Div., July 19. . . . *Rosina Rowsey*, typist, L. A. freight station. . . . *John L. Hayden*, fireman, Steamer Sierra Nevada, June 24. . . . *E. Hardman*, conductor, Portland Div., June 24. . . . *Augustine Padilla*, section laborer, Portland Div., July 4. . . . *Lazaro Torres*, wiper, El Paso roundhouse, July 3. . . . *Thomas E. Copelin*, conductor, Sacto. Div., July 13. . . . *H. L. Mayer*, pumper, Salt Lake Div., July 10. . . . *Edw. D. Hallahan*, conductor, San Joaquin Div., June 27. . . . *Sam Koukis*, crossing flagman, San Joaquin Div., July 1.

Deaths among pensioners: *Gustav Aikens*, 79, chief engineer, Southern Pacific Steamship Lines, New York, pensioned July 1, 1916, with service record of 32 yr. 5 mo., died July 16, 1937; *Avigon Binkley, 60, conductor, Rio Grande Div.*, pensioned Nov. 1, 1930, 29 yr. 11 mo., July 15; *William Haliwell*, 51, signal maintainer, Coast Div., pensioned Nov. 1, 1936, 26 yr. 1 mo., July 13; *Victor H. Klein*, 75, night watchman, Coast Div., pensioned Feb. 1, 1932, 26 yr. 8 mo., July 7; *Andrew O'Connor*, 75, station truckman, Western Div., pensioned April 1, 1932, 36 yr. 8 mo., July 1; *Michael O'Neill*, 67, storekeeper, Salt Lake Div., pensioned March 1, 1932, 25 yr. 10 mo., in June; *Albert W. H. Smith*, 83, machinist, Sacramento Div., pensioned Aug. 1, 1924, 29 yr. 10 mo., July 15; *Joseph F. Wallace*, 63, *machinist, Sacramento* Shops, pensioned July 1, 1936, 38 yr. 4 mo., July 2.

Los Angeles Div.

Walter S. Olson
Secretary to Superintendent

Happy days are here again with Ouida Wolfe back as personal record clerk. Although remembering her promise to bring back a boomerang from Australia, she almost forgot to return from Hawaii. . . . Carroll Brown, bill clerk, L. A. freight *station, caught but three fish on vacation,* and is despondent. . . . Girls in superintendent's office staged a surprise birthday party for Head Stenographer Ebba Erickson. . . . Much credit to Jack Shaffer, secretary to assistant superintendent, for bravely tackling the multifarious details involved in the Social Security program, in addition to other duties, and so ably disposing of them.

Envy of all the boys at L. A. freight station is the flashy roadster of Bill Clerk Clark Kopp. Other new car owners in revising department are Wayne Brewer, Harry Sibert and Charles Allen. . . . Bringing his engine on Sunset Limited to a stop at L. A. Central Station July 26, Engineer S. M. Collins must have wondered what had happened to the passenger directors that they would allow so many people in forbidden territory. But the occasion was Collins' last trip before retirement with a perfect record of 49 years' *service and the large gathering came to* pay their respects—a fitting testimonial of the high esteem in which he is held.

Tonnage Clerk Eddie Clibborn visited L. A. freight station while recuperating from a recent operation. . . . While horseback riding recently 1217 Clerk L. K. Prescott of superintendent's office, was thrown and trampled but proved he could take it by escaping without serious injury. . . . Superintendent Donnatin again chose Alaska for vacation. . . . Los Angeles freight station boasts two outstanding *vocalists* — Typist Dorothy Shomler and Prepay Clerk F. Armstrong.

One of the world's busiest men is Assistant Trainmaster T. W. Cardwell; how he ever gets so much done is a mystery. . . . Greatly missed at L. A. Central Station since his retirement June 30 is Carpenter Robert A. "Clem" Clemmensen. He was an expert at almost anything and it was only a matter of expressing a wish that something be repaired or changed, and he did it. . . . Elrey J. Scott, lease clerk, says that if there's anything he dislikes it's to have to work between meals.

Western Division

Walter E. Lake
Lease Agent, Supt's Office

Since Bill Cassidy received his new au*tomobile he has twice been before the* division examiner for examination on traffic regulations and twice has failed. . . . H. C. C. Potter, dean of the file room, now wears his pink pearl hat only on holidays. . . . C. W. Davis, K. Smith, O. Y. Sanders and E. Behrns, of supt.'s office, were guests of Iris Macartney in Santa Cruz mountains last month. . . . Since Bob Barr, hostler at Oakland Pier, ate up Pat Rudden's horseradish he has to use the front door entrance. . . . C. B. Wilson, voucher clerk, continues to tell about the lady he met from the Isle of Man, on one of his recent trips.

*Among new additions to division engi*neer's office are Willard Winton, L. R. Smith, Jr., C. J. Astrue, Jr., E. P. Saderholm and E. C. Robinson. . . . Morgan O'Connor, roadmaster's clerk, spent his vacation between Oakland and San Diego. . . . Edna Middleton, pass clerk, supt.'s office, is on sick leave. Josephine H. Smith is acting during her absence. . . . F. M. Siefer, assistant division engineer, and wife, recently celebrated their 42nd wedding anniversary. . . . J. H. Ryan, roundhouse foreman, Tracy, is back from General Hospital and will soon return to duty.

Conductor C. F. Maus and Brakeman J. McDonald, of Electric Lines, on sick list. . . . Geo. "Sheriff" Harris failed to make the headlines recently, but we hear he is the best failed rail detector on the Division. . . . A. A. Swanson, boilermaker foreman, Tracy, returned from Philadelphia where he has been supervising boiler work on new engines during the past year. . . . W. Fuller, RH foreman, Tracy, and Thomas Wilson, car foreman, vacationed in Northwest. . . . P. E. Howe, head timekeeper, vacationed in the high Sierra last month. . . . F. M. Siefer and family spent two weeks at Seabright.

B&B Foreman W. (Bill) Ferber, returned from a week's fishing, tells of the big ones he caught, but has no evidence. . . . J. A. Murchison, now foreman of B&B gang no. 1, West Oakland. . . . Oakland Pier Terminal building and most of local station buildings are being given a new coat of paint. . . . Assistant Foreman E. *Dolan in Hollywood looking them over.* . . . Don Campbell, retired carpenter, and J. Harlin, were recent callers.

M. Johnstone, retired B&B foreman, was presented with some wood working machinery for his new home work shop. . . . Agents and telegraphers in General Hospital: E. C. Pennington, agent Alvarado; G. J. Oliver, agent Elk Grove; L. A. Daly, extra telegrapher; S. A. Rico, agent, Oakland Pier. . . . D. W. Dean, local chairman, Order of Telegraphers, and Telegrapher H. E. Lower off on organization work. . . . A. G. (Sam) Brinley, agent, Davis, made recent trip to Alaska, but was unsuccessful in *obtaining operators* to fill the depleted ranks of telegraph operators. . . . Telegrapher E. J. Wilson, Alvarado, is training some of the new operators during his spare time, which is greatly appreciated by superintendent's office.

B. W. Tompkins, division chairman, BRC, for past 20 years, retires from his position August 15, after a long successful career in labor organization work. His many friends wish him a long, happy, fruitful life. . . . Yardmasters James Rodgers and Frank Gannon, Yardmen A. G. Murray, M. O. Randall and E. J. Partington, took advantage of the Railroad Retirement Act to retire after many years of faithful service. No more will the boys hear that booming voice of the "Hootmon," one who was endeared to every one; nor will they see the ever-*familiar figure of Frank Gannon giving* orders at East Oakland after 47 years in the harness. . . . Conductor Jerry McCarthy visited New York in June.

Leo "The Great" Fried, returned last month after an eventful trip through most of the United States. . . . Brotherhood of Railway Clerks Picnic at Durant Park July 18 was a great success. It will become an annual affair. . . . Conductor Ehrhardt, local imitator of animals and birds, has taken up ventriloquism as a hobby. Beware Charlie McCarthy. . . . Henry Nops selling automobiles in Santa Rosa.

George Tibbitts, water service mechanic, in General Hospital, is progressing nicely. . . . Frank Freitas, water service mechanic at West Oakland for 32 years, retired July 1. . . . Sam Souza is reported qualifying for position of scoutmaster. . . . C. M. "Stranny" Stranahan is back on his old beat in the P.I. yard. . . . Stanley Walton, formerly roundhouse beau-brummel, leaped into the sea of matrimony on July 24. . . . Tom Gillmore, water service helper, is father of a baby girl. . . . Frank Smith now at West Oakland oil plant. . . . Bill Shoberg spent his holidays at Lake Tahoe.

Engineer A. C. Kolb of Lodi wants to award the rat-catching championship to Frank E. Collins, engine watchman, night roundhouse foreman and stationary fireman, Stockton. "About 8 o'clock every evening Collins makes his own lunch in the stationary room," writes Kolb. One recent night he was all set to sink his teeth *into a T-bone steak when the phone rang.* He returned from the office just in time to see his steak going around a corner, being pulled by a large rat. When the rat returned for the rest of the meal Collins was ready for it. Since then he's set a trap every night, and is doing a swell job of cleaning up on the rodents, not only for the roundhouse, but for the city as well."

Portland Division

L. W. Johnston, Accident Clerk,
Sup't Office, Portland

Hugh S. Rogers, retired chief log scaler, left for Columbus, Ohio, to attend national convention of Spanish War Veterans. Hugh is department commander of Oregon veterans organization. He accompanied party of veterans to Medford where state convention was held last month. . . . Engineer Bruno A. Rohse and son Tom are not the only ones in that family who rate highly among the fishermen. In recent Journal-Chown salmon derby at Portland, Mrs. Rohse won a washing machine. The Rohses won several trophies in various fish derbies during the past few years. . . . Dispatcher A. H. Wendt, formerly of Missouri and recently employed at Portland, accompanied by Mrs. Wendt, saw the ocean for the first time, on a recent trip to Oregon beaches.

Superintendent's office ball team known as "Bushers" is highly elated over the fact they have lost but two games this season, *(Inquiry developed they have played but* two games at this writing). Other teams in the league have suggested the Bushers take up marbles since ping pong would no doubt be too strenuous. . . . Dispatcher C. H. Grant appointed assistant trainmaster and examiner, headquarters Portland. . . . Business has continued to improve with carloading for July 1 amounting to 1004 commercial and 44 company loads. According to records, carloading on the Division for commercial loading has not previously reached the 1000 car mark. In several instances log loading has reached 400 cars per day.

Conductor A. J. Carman has decided his gold fish pond does not make a very good hog wallow. A 350 lb. porker broke out of a truck and took refuge in a corner of Carman's front yard. With assistance of the neighbors, the police and meat packer employes, it was finally loaded back in the truck, after one of its lunges landed it in the gold fish pond. . . . Harrisburg is gaining a place on the map for its seed raising, with a heavy increase of this high class commodity each year. . . . Tressa Jeter Jones and daughter Barbara were recent visitors in superintendent's office. Tressa and Harold, her husband, were former employes of superintendent's office for several years. They are now residing in Seattle. . . . C. S. Jones, former material supervisor at West Oakland Stores, appointed division storekeeper, vice J. F. McAuley deceased.

Many of the boys in superintendent's office were victims of fever blisters on their lips after visiting the beach over 4th of July. Though they are back to normal, Leo Bond's upper lip appears to get larger and larger. Every one is wondering what it is. It looks like something Lee Johnson, asst. head timekeeper, would like to have on top of his head. . . . Returning from vacations: George D. Graham, tunnel inspection; L. R. McAllister, asst. B&B supervisor; Cecil E. Larson, personal record clerk; Dispatcher A. A. McMasters; R. D. Jennings, car service agent; D. J. Russell, asst. superintendent; A. Coffin, conductor; W. W. McDonald, trainmaster; Lineman Wm. Chalmers; F. A. Feikert, asst. division engineer; J. T. Kenney; George Hutt, Park Street; Carl T. Ray, engineering department; Emil Nelson, Park Street; Paulina Lakes, D. L. Green and C. E. Catlow.

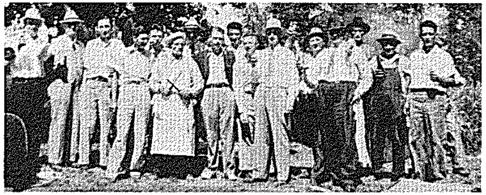
Owners of new automobiles: H. R. Singhofen, clerk, mechanical department, Brooklyn; Wm. Chalmers, lineman, and W. W. McDonald, trainmaster, Roseburg. . . . Returning after having been absent due to illness were Rodney N. Melvin, section foreman, Springfield; G. H. VanBuren, telegrapher, Albany; Herman Stege, leverman, Salem. . . . We are informed the boys on Clackamas Eastern are spending much spare time grooming a new pet skunk to welcome W. J. Phillips, who is on the Division for general bridge inspection.

Passing track on 6th Street, Corvallis, in front of passenger station, is being re*moved and main track will be located in* the middle of the street. . . . C. L. Gibson, retired master mechanic, renewed old acquaintances at Brooklyn and Portland. F. E. Cavender, retired master car repairer, was busy using his new car to take Gibson around. . . . Sympathy extended to Jesse F. Utter in the death of his wife. . . . Cashier's office, Park Street, undergoing several improvements to handle increased business. . . . It is reported Albert Kenney of Park Street station will soon become a benedict.

A. J. Ford, pensioner, for many years conductor working out of Roseburg, re*ports he is devoting his time to fishing* and many good catches have been made. . . . Questioning Joe D. "Simon" Simmons, assignment clerk, Brooklyn, as to his sudden change in voice, revealed he recently had his tonsils removed. . . . Sorry to hear that pensioned conductor W. W. Bonebrake of Roseburg, recently fell from a ladder at his home, injuring his wrist, and that L. M. Halverson, telegrapher, Cottage Grove, was quite seriously injured in an automobile accident. . . . Harold R. Dennom, bridge inspector, and Elmer Lincoln of engineering department, returned from Fort Lawton where they attended reserve officers training encampment.

A new connection has been made between Yaquina and West Side branches to permit handling of log trains moving from Mill City branch to log dump at Oswego, to avoid necessity of handling these cars through the city and around *the wye at Corvallis. . . . A steel bridge is* being placed over the North Yamhill River at Sheridan which will permit handling consolidated engines into Willamina. . . . Wooden structure over Crabtree Creek on Woodburn-Springfield branch near Gaines is being replaced with a steel bridge. . . . Two additional yard tracks completed at Brooklyn, 60-car siding at Oswego; Wicopee siding completed, with a siding underway at Abernethy. . . . We have reliable information that J. J. Brady, division electrician, Brooklyn, purchased two life preservers and a pair of water wings for use in a rubber boat recently *purchased by a member of the engineer*ing force. Fred L. Monroe, assistant engineer, who recently used the boat, found it necessary to remove his shoes which were filled with calks.

FINGERPRINTS: Calling attention to "many unpleasant and costly circumstances" resulting from improper identification, Yardman Farrel W. Covalt of Salem urges that every person record his or her fingerprints in the civilian file. Covalt is a member of Salem 20-30 Club, whose national organization is taking an active part in promoting registration of fingerprints in cities where clubs are located.



Some of the Sacramento Freight Station employes who recently enjoyed another of the stag outings that have during twenty-odd years become an annual institution at the busy division freight terminal.

Sacramento Div.

C. C. Reeves, Sacramento
W. L. Minor, Dunsmuir
T. A. Fante, Klamath Falls
Josephine Haggerty, Roseville

Baggage Agent A. T. Livingston and Asst. Baggage Agent A. E. Rohlfing retired from active service July 31. . . . Joe Lavelle, timekeeper, Sacramento, achieved the goal of every golfer by carding an ace on the municipal course on the 129-yard 12th hole. Witnesses were Burl Lack, Jim Harris, and Maurice Deponai. . . . Special Officer Stewart Mosley, Roseville, desiring to keep his files in trim, borrowed (unknown to our handsome chief clerk) a clipboard from the yard office, but when he proceeded to put it in use, discovered that the sergeant had relieved him of it.

Roundhouse Foreman Tim Farrell and Labor Foreman W. C. "Sparky" Hellborn spent the Fourth in Reno, and it is reported they were on a strict diet after paying a buck for a sandwich. . . . Clerk Lehtola might as well take the monogram off his shirt, as Clerk S. Marion is now holder of the loving cup won in the "Open" golf tournament at Tahoe—tournament still open for contestants. . . . It is understood the "little fellow," Clerk H. C. Lichtenberger, was hobnobbing with the codfish aristocracy at Calneva during the holidays. He says that from his lofty perch the Lake looked beautiful. Sergeant Scott, Roseville, refuses to disclose the place and date of his contemplated marriage. . . . Trainyard Foreman Jack Jordan, returned from vacation, says he intended to go to Loomis, but the roads were in bad condition so he enjoyed a trip to Ben Ali instead.

Fish stories are flying high, wide and handsome in Klam. Falls yard with many men reporting "a swell catch." Condrs. R. C. Morris and W. R. Winkler were swapping yarns about big ones that got away. Morris said the fish are so large at Crater Lake they mistook the propeller on his outboard motor for a spinner. Brakeman Frank Marks said he hooked one so big it pulled him in water up to his waist before he could land it, and then it took two men to pull it out. After a few of his listeners expressed their doubts Marks admitted it took two men to pull him out of the water instead of the fish. All in all, Klamath's "railroad fishermen" had a glorious Fourth.

S. P. softball team at Klamath Falls after getting off to a bad start, upset the "dope bucket" and broke into the win column by defeating one of the topnotch teams 11 to 8. The locals are known as the hard-luck team of the league, having lost most of their games by one or two runs. The railroaders finished quite low in the first half standing, but due to their fine showing in the last three games, have been termed as the "team to beat" in the second half. The team is run by business manager Harvey Teal and playing manager Tom Fante.

Roundhouse Foreman C. L. Sparks was host at Klamath Falls to E. C. Barlow of General Office. Barlow and two sons left bright and early one morning for Crater Lake where the "city slicker" was going to show the boys how to catch catfish. Foreman Sparks said that when they returned it looked like the boys had shown their dad how to handle the rod and reel. Final results—boys 4, Barlow 0. Sparks wants to inform Barlow he still doesn't believe the yarn that Barlow snagged his hook.

Understand Yardmaster J. B. Foster, K. Falls, who vacationed at his cabin at Lake of the Woods, had quite a time of it. Jim thought he would spend the first few days finishing up the cupola on his cabin, but the first day he received such a sunburn on top of his bald head that if a mosquito lit on it, it would feel as though someone had gone to work on him with a jackhammer. . . . Following Yardmaster Foster's vacation General Yardmaster H. E. Huls planned to spend his at his cabin on the same lake. . . . Yard office force express thanks to Yardmaster F. S. Jones for his untiring efforts in fixing them up with a new yard office. Much of the good work in securing the newly remodeled yard office was due to him.

Ralph Bentram, stenographer in Willard Barr's office, Klamath Falls, has taken position in City Ticket Office, San Jose. His successor is Milton Thomas of S. F. District Freight Office. . . . Roundhouse Clerk R. M. Darmody, Klamath Falls, duplicated W. L. Minor's great event of last month. Ralph's dog presented him with a set of quintuplets, 5 purebred fox terriers. . . . J. O. Johnson, genial roadmaster at Dunsmuir, returned one week early from his vacation. It is rumored he got lonesome for his daily siesta with F. L. Weamer. . . . Mr. and Mrs. Poley and daughter returned to Dunsmuir from a trip to Alaska. They highly recommend the trip. . . . During Fourth of July celebration at Mt. Shasta the following were seen gazing longingly at the youngsters riding the merry-go-round, wishing that childhood would return to them: F. A. Taylor, Joe Seikel, Dave Gimmel, Ed. Stanley and F. L. Weamer who claims a little "darky" brought him extra good luck while he played a game of chance.

Bill Gelzinnus, not to be outdone by the rest of the crowd, took wife and children and spent a quiet day fishing at Castle Lake. He reports fishing very good, but his basket was empty when he returned. . . . W. L. Minor and wife spent the Fourth on Scott River at the summer home of Dr. and Mrs. M. L. Kleaver. While there he thought he would do some fishing, but injured his knee on a rock, and spent most of his time lounging around. . . . Charles York, son of Mrs. Florence Cugnet, returned after several weeks' stay in General Hospital.

E. F. Stewart of Sacramento took in Crater Lake over the Fourth, was much impressed. . . . F. Brown and wife returned from three day trip to Reno and Lake Tahoe. . . . Mrs. F. W. Greenman and daughter of Sacramento were entertained with numerous picnics and parties, while visiting Mr. and Mrs. W. L. Minor. . . . Miss Jean Peaslee of San Francisco is the house guest of her aunt, Mrs. C. H. Shumaker.

Sacramento Shops

Lloyd Phillips, Secretary
Sup't of Motive Power

Changes in Sacramento clerical force find Triphon Radovich back on his old job as boiler shop clerk, and E. Maxwell in blacksmith shop . . . Chief Clerk H. E. Pitman spent the first week in August touring California with plenty of golf practice at various points enroute . . . George White, senior clerk, reported a most enjoyable trip to Alaska via the inland passage. . . . Best wishes to Harry Williams, general clerk, ill in General Hospital several weeks. . . . George Biggar returned to his old job in brass foundry . . . Vincent Devlin, one of the new clerks in Sacramento, now located in office of General Foreman Taylor, while LeRoy Wessel is taking care of stenographic work for Gen. Foreman R. P. Peek. . . . Edward Corlett, located in main office, handling store orders. . . . Dot Sundborg, stenographer, is an auntie again, brother Ronald, machinist and wife, becoming proud parents of Sharon Ann Sundborg, June 22. . . . And that makes Axel Sundborg, machinist, a grand-daddy for the third time. . . . Burglars will do well to stay away from the home of W. L. "Shorty" Williams, as "Shorty" is said to swing a wicked right hand and doesn't hesitate to use it when the occasion arises.

Iron and Wheel Foundry D. Parenti

Henry Gutenberger, coremaker, and Jim Hanford, molder, are in General Hospital. Visitors are welcome. . . . Sympathy to Frank Potrovich, molder and Helper Lorenc Salecich, who suffered painful injuries in an auto accident. . . Jim Bruno, apprentice molder, recently took a couple of days off for a trip, returned home with a wife. . . . Eddie Galvin, bench molder, is having a difficult time adjusting himself to his new bench floor, after working over forty years on his old floor. . . . Archie Pauley, leading night man, is enjoying his new car and has driven it several thousand miles in a month. . . . Joe Lima, molder, and wife spent a couple of weeks visiting Alex Kampouris in Cincinnatti, and Joe Marty of the Chicago Cubs.

Passenger Car Department C. B. Fish

Following employes ill in General Hospital: J. Kieweg, cabinetmaker; J. Lyman, wheel inspector; C. Millburn, mach. apprentice; J. Allerton, machinist; F. O'Connell, machinist; G. Sapunar, car builder. . . . A. S. Hawke, cabinetmaker, ill at his home. . . . R. Marquis, painter, ill at Sutter Hospital in Sacramento. . . . F. Stevens, painter, ill at home. . . . H. Anderson, polisher, recently visited his mother in Chicago. . . . G. Domich and B. J. Veglia, inside finishers, on vacation trip. . . . H. Osborne, carman from Portland shops, was recent visitor. . . . W. Smetherham, carbuilder, and wife on two weeks vacation in Southern California. . . . W. Thompson and wife vacationing in Los Angeles. . . . R. E. Schu, upholsterer, and wife prefer Dillons Beach for vacation. . . . Mike Basich, sheetmetal worker, is happy again. Mrs. Basich returned from a trip to Portland. . . . W. Fennell, trimmer, back at work after two months illness. . . . Ralph Higby, clerk, returned from enjoyable vacation in Southern California.

M. May, foreman car tin shop, has a new automobile. . . . Tony Sulzman and Batch McGee, sheetmetal workers, spent Fourth of July holiday on fishing trip. . . . Phil Oates, sheet metal worker, and family, vacationing in Trinity County. . . . C. A. Smith, patternmaker, and wife, spending two weeks vacation at their mountain home. . . . J. Mugford, foreman welding shop, and wife, vacationed at Santa Cruz. . . . Car machine shop considerably improved with its new concrete floor. . . .C. (Plow-jockey) Miller and Al Radovitch, welders, went to Santa Cruz for vacation. No word received as to whether or not they found the mermaids they were looking for. . . . C. (Steinmetz) Carberry, electrician from Brooklyn, N. Y., now working in our electric shop. . . . A. E. Chimson, foreman carbuilders, took a week's vacation trip in his new car. . . . Irven Gray, lead workman electrician, Sacramento, and J. P. Williams, carbuilder of Sparks, recently proved they are real fishermen with a fine catch of rainbow trout.

Telegraph Dep't

E. Webster, Chief Clerk,
Sup't Office, San Francisco

Friends of Helen Willmore will be sorry to learn she is in General Hospital because of serious illness and will hope for her early recovery. . . . Others receiving hospitalization are Earl Pritchett from Alturas and Charles Halstead from Alhambra. Good luck to all. . . . Vacationing this month are Clara Lane to Turlock and valley points, E. Webster on tour of Redwood highway, F. Nief to Seattle and Joe Harrington to Hoberg's. . . . E. K. Ridenour from Tucson was a recent visitor.

"HU" Los Angeles M. B. Williamson

Our beloved co-worker Louis C. McIntosh has sent "30" to his services in HU and is now spending his time at the beach fishing. . .says loafing is not half bad. . . . Main topic of discussion past week has been the RC's and there has been much speculation regarding the exact date. "Pierpont" Troutman has several enterprises pending on the outcome. . . . Olivee Fagg (from Texas, suh) working extra with us. . . . Roy Stewart, recent visitor, looking fresh as ever. . . . Anne McGhee back for short stay. . . . Bud Thomas has taken a furlough, is working in Klamath Falls; sure miss him. . . . Kelley Rogers formerly of BD office now working HU, being relieved by Tom Weston, recent recruit from El Paso. . . . Rose's fiance from Cotton Belt now drops around about every five minutes for a checkup.

"UN" Tucson B. M. Stanley

Ralph Oster returned to ole Kentucky in June, succeeded by Frank McDonald. . . . Joe Pruss to HU; another good boy gone wrong—we needed him here. . . . Juanita Voss relieving Betty Cain, off account eye trouble. . . . Guy Weathersby on new assignment as 3rd operator. . . . Melon movement is over the peak and letting up.

P.B.X. Fresno Mrs. L. Perry

Florence Waltz recently returned from vacation, having visited in Portland, Seattle and Vancouver and reporting an enjoyable trip. . . . Hattie Nuelle vacationed in Oakland, Sacramento and Reno. . . . Lillie Mae Brown visiting relatives in Waxahachie, Texas. . . . Adah Sawyers bid out of Fresno into chief operator position at Santa Barbara. Regret losing her and wish her every success. . . . Evelyn Ogle of Fresno was successful bidder on second trick at Santa Barbara.

"SW" El Paso Mouldy Hogue

Larry Stoll at Yuma is proud owner of new coupe. . . . One of the most successful cantaloupe deals in history is drawing to a close, with one of the largest files in years with diversions galore being handled smoothly and nicely by all concerned. . . . Regret to advise our good friend Mooney off sick and hope he will be back soon. . . . Hale called to East Texas due to illness of father. . . . Buddy Zierath doctoring the printers and perforators in Hale's absence. . . . The Parker brothers, Sam and Frank, have blown to Tucumcari and Deming. . . . Understand Clara Molyneauz getting homesick for Frisco as she has that forlorn look in her eyes. . . . Thomas C. (101) Weston returned to Los Angeles and we miss him around here. . . . George Kennedy working number one assignment in SW. . . . G. J. Larson working three days a week dispatching trains. . . . Claude Cooke on sixty day leave relieving 2nd wire chief in HN T&NO office. . . . Wonder when Johnnie Clark is figuring on winning another waltz contest?

"H" Sacramento E. E. Ramey

"H" missed the *Bulletin* last month, but it was not due to scarcity of news. Many innovations have been, and are being ushered in, with installation of teletypes along the line. . . . Klamath Falls-Dunsmuir-San Francisco teletype circuit was opened up last month and has been a great success. . . . Highlight, as far as "H" is concerned, was reached when Equipment Installer James Maxwell hooked up the brand new transmitting set, which is equipped with a synchronous motor, brush type transmitter-distributor, and one of the swellest perforators ever made. . . . Manager H. M. Baxter says that when the new equipment was being unpacked Bob Lochridge scattered excelsior all over the office in his mad search for the perforator amongst the pile of boxes. . . . Mr. Hoyle, PFE chief clerk, wears a big smile these days for "F" Sacramento stepped out with a brand new 24 type set. . . .Business continues "big time" necessitating addition of telegrapher-teletype position on 3rd trick, temporarily filled by newcomer Harold Hecker, who spends his spare time riding the big engines breaking in as dispatcher. . . . July vacancy circular on Sacramento Division largest ever, something like 22 positions advertised including wire chief-asst. mechanician-puncher position at Klamath Falls. . . . On last month's bulletin first at 12th Street yard office awarded to E. L. Sharpe, second to W. W. McClintock and third to M. V. Fowler, 5th telegrapher-teletype position in "H" went to Bob Lochridge. . . . F. A. Murphy, Salt Lake Division loaner, went to Boca and opened up agency, first time it has been open in ten years. . . . Bob Lochridge called home by illness in family. . . . Rachel Krohn established her seniority on Sacramento Division. . . . Mrs. H. C. Lusher, sister-in-law of Telegrapher E. E. Ramey, and two nieces, visiting here from West Virginia. . . . Many friends of George Wapple, veteran Marysville telegrapher, mourn his recent death.

"BD" San Francisco Evelyn Cutter

Viola Peterson returned from vacation in Santa Cruz mountains looking fresh as a daisy and brown as an Indian. . . . Our swing saxophonist John Lake had the pleasure of being called "Babee" by the famous comedian Joe Penner at Salinas Rodeo. . . . Latest to join the rank of proud papas are Al Stokes and Everett Thomas, the stork presenting both with daughters. . . . Floy Ella, daughter of Manager E. C. Smith, makes her debut at the office and the entire force is expecting to feast eyes on her beauty. . . . Highlight of BD, Red Jarvis, is punching in Brooklyn and has best wishes of his many friends. . . . After long absence Gertrude Adamina is again with us and we hope this time to stay.

El Paso Shops

Ellis Crysler,
General Clerk, El Paso

Vacationers: J. O. B. Palmer, foreman coppersmiths, and wife, to Los Angeles; J. R. Viley, foreman machinists, and wife, Norfolk, Va.; E. O. Irwin, master car repairer, San Francisco and Long Beach; George H. Zierath, our genial shop clerk, Washington Park bathing beach, El Paso; John P. Hammett, boilermaker, and wife, Los Angeles and Oklahoma; William P. Everett, boilermaker, and wife, Washington, D. C.; Jesus P. Gonzalez, boilermaker and daughter, Chihuahua; Russell Mack, electrician, and family, San Francisco; Ronald Jensen, purchase bill clerk, and R. B. "Dick" King, spent quiet vacations in and around El Paso.

Tom Plumbley, son of T. A. Plumbley, price clerk, won the boys' championship in the state archery contest at Ft. Worth, Texas, last month, was awarded a silver cup. . . . C. J. McBride, machinist layer-out, back on the job following a nasal operation. . . . Burris D. Potts, machinist, journeyed to San Francisco General Hospital for a check-up. . . . Phillip J. Sleet, millman, recuperating from a hernia operation.

Jesus P. Gonzalez, Enrique Acosta and Antonio E. Gonzalez, boilermakers, and Jose Campos, boilermaker layer-out, became lost while prospecting in the mountains south of Juarez, Mexico. After driving over bushes and stones until the car would go no further, and wracking their brains for nearly 24 hours, one of them remembered Campos is a layer-out and he forthwith came to the rescue by resorting to geometry and triangulation.

George Ferguson, storekeeper at Douglas, in General Hospital. . . . Mrs. F. N. Crowder, wife of foreman machinists, and Mrs. L. E. Cantrell, wife of machinist, are getting along nicely following recent illnesses. . . . Thomas W. Wright, freight carman, was elected worshipful master of El Paso Masonic Lodge No. 130, and L. E. Walker was elected to the same office in Fraternity Masonic Lodge No. 1111. . . . Sympathy extended to David Cuestas, boilermaker helper, in the death of his son, May 31.

Traffic Districts

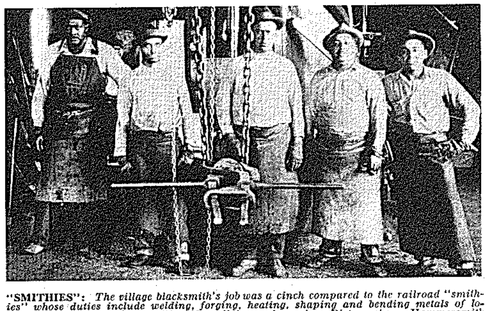
New Mexico District M. V. Wharton

Wm. K. Clark, chief rate clerk, passenger dept., and wife returned from two-weeks' vacation in San Francisco. . . . J. H. Pruett, chief clerk, passenger dept., spent several days in St. Louis attending a rate meeting. . . . Maurice G. Smith, TFA, El Paso, returned to duty after long illness. . . . C. R. Kersey, head rate clerk, general freight dept., recently started to Denver as representative at a rate meeting but returned before completing the trip as the meeting was called off. . . . H. S. Roby, AGFA, El Paso, and wife spent Independence Day in Ruidoso with friends. Houston S. Roby, Jr, spending several weeks visiting his grandmother in New Orleans.

Garnett E. Middleton, sec'y to GFA, El Paso, and her mother vacationed in Los Angeles. . . . R. H. Justice, service clerk, general freight dept., has scarlet fever. . . . Maurice Smith, Jr., son of TFA M. G. Smith, and John D. Mason, Jr., son of GPA Jno. D. Mason, El Paso, were delegates to the National Boy Scout jamboree in Washington, D. C. After three weeks in Washington, New York, Niagara Falls and other places of interest Maurice Jr. returned home, while Johnny Jr. remained in New Hampshire to visit relatives.

Oregon District Gene F. Tomlinson

Vacations are in order . . . who wouldn't enjoy basking near a cool mountain stream with good fishing on these warm afternoons. . . . Belle Contryman returned from a cruise around Oregon. . . . Lloyd G. Locke returned from a sojourn in the south. . . . George Clark, genial solicitor, returned with that pleased expression. . . . Earle B. Stokes, statistician, visited Oregon points of interest. . . . C. B. "Cliff" Hill, star catcher, reports that the Espee ball club, capably managed by Sidney St. Martin, is doing nicely in the Valley league, topping the field for the second half of the season. Hope they continue to lead the race. . . . Edna Phillips was selected to represent the Women's Traffic Club of Portland at the Associated Traffic Clubs of America Convention at St. Louis October 13 and 14.



"SMITHIES": *The village blacksmith's job was a cinch compared to the railroad "smithies" whose duties include welding, forging, heating, shaping and bending metals of locomotive parts that keep the "iron horse" in good repair. Picture shows Hammersmith George Chant and his gang at the steam hammer in the Blacksmith Shop at El Paso Left to right: Edmond Tatum, furnace operator; Ynocencio Maynez, blacksmith helper; Chant; Isaac Morales, blacksmith helper; Robert Abeila, hammer operator.*

General Office

E. G. Fitzpatrick,
Bureau of News

Chief Engineer Raymond J. Dettling

Greetings to J. E. "Pete" Pedersen, new steno, transferred from Supt. of Transportation office, and M. Stimson, latest addition to architectural dept. forces. . . . Paul Henricks advanced to assist R. B. Chapman, resulting in a move up the ladder for Joe Casoly and Tom Ross. . . . C. A. Bryant purchased his second 1937 model auto; the first choice was a prize lemon. . . . John McCaffery returned following completion of annual bridge inspection on Shasta District. . . . Glad that J. L. Minor, F. S. Hackley and Bob Oyarzo are well again following short stays in General Hospital. . . . Paul R. Bray's injured knee necessitated a return to General Hospital. . . . C. M. "Charlie" Kurtz is getting accustomed to his new teeth—he should, considering that San Francisco and this department are both noted for their bridgework. . . . Vacationists: E. E. Mayo, T. J. Van Zandt, John Wood, L. W. Allen, U. S. Attix, Frank Dunleavy, Frank Kennedy, Walt Lampson, Tommy Thomsen, Joe Casoly, Carl Ellis, T. P. Checkot, Nick Carter, F. S. Hackley, George Jensen, Nestor Roventini, Al Humphries, Bert Harry, E. A. Attix, H. Baker, V. R. Cooledge, C. H. Wakefield and W. F. Minner.

General Freight Arnold C. Anderson

'Round and 'round we go: Moffett, Taylor, Flegal, Hughes, Fowle, Caughey, James, Strange, McCarthy, Blak and Jiguor featured in recent moves. . . . "Pop" Nunes comes into his own all at once, celebrating a brand new baby daughter with a raise—or is it vice versa. . . . Howdy to Ruth Colby and Jack Sullivan, newcomers. . . . Vacationers: C. M. Biggs to Seattle, D. J. McGanney won't tell. . . . Combs and Flegal reddened respective noses at Tahoe and Yosemite points. . . . Johnny Meyers came back fresh and rosy from vacationing in the Southland (especially rosy). . . . Patricia Sullivan, a two months leave in hand, has stolen away for a visit to the ol' sod. . . . Ed Conroy's preparing hook shots and his basket-shooting eye at Bucks' Lake—yeah, a fishing basket. . . . We miss Mary Burch and hope her appendectomy convalescence will be short, and the same to Frank C. Nelson, similarly afflicted. . . . Ralph Harries wisecracks that "Connie Mack" Desin's softball team may not play good but they sure play funny!. . . . Incidentally Ralph, you might find ping-pong less dangerous than tennis. . . . Some of the sunshine (?) boys, Harries, Larson, Crocker, Anderson, Schultz, Burdick are contemplating names for a new Indian tribe. They look pretty well done.

Central Timekeeping Bureau R. A. Larson

Stanley Walton and bride honeymooning in Oregon. The groom was honored with a Pyrex shower given by fellow workers at which the bride was presented with a rolling pin and the groom with a first aid kit. . . . Looks like Kenny Turner is going to pitch the CTB softball team right into the money this year. . . . Irvin Suelflohn won the handball championship and was presented with a loving cup. . . . A speedy recovery to Bob Roberts in General Hospital. . . . Amongst those who enjoyed vacations: Walter Bowers, Grace Bear, Theron Javette, Harvey Lashus, Don Hastings, Lillian Brazil, and Ben Ford.

Auditor Disbursements G. D. Frey

To better jobs: W. Frary, G. D. Frey, A. C. Labourdette, R. M. Geottge, R. B. Rohdish, E. J. Terry, R. J. Baar, J. McClelland, D. M. Embling, R. A. Price, Jr., S. W. C. Laird, P. T. Hamon, Jr., R. E. Storms, R. Good, V. E. Thompson, E. R. Holmes, R. M. Mahler. . . . Marie Borns is taking another 30 day vacation; still denies she will be married. . . . Cy Lawson, out with the Boy Scouts, caught severe cold. . . . Dick Price kicked up his heels, landed in hospital with fractured shoulder. . . . W. C. Pease established a record in the S. P. Club horseshoe tournament, reaching the finals undefeated. There were 38 entries. . . . A. C. Yarrington, whose service dates from January 11, 1909, was pleased with the remembrance presented by the office upon his retirement. We will miss his smiling countenance, and wish him and Mrs. Yarrington many years of happiness in their former home in Ogden. . . . Geo. Peacock, on fishing trip to Dunsmuir last month, recaptured the Rod and Gun Club Kingfish badge, landing a 2½ and 3½ pound trout.

BRIDAL SHOWER: *Girls of the Southern Pacific Glee Club gave a garden party shower to Miss Iris Smith at the home of Irene Poyry, in San Francisco on July 10. Miss Smith was married to Stanley Walton, of the Timekeeping Bureau, General Office, on July 24. Those attending the shower were: Mesdames—C. Stalder, D. Kouns, K. Olson, M. Wallace, I. M. Poyry, J. J. Frick, Edith Tyson, Alice Beaver, C. Serpa, and the Misses Margaret Donahue, Letty Collins, Mildred Paterson, Leone Pratt, Aina Poyry, Lorraine Boulton, Bessie Harper, Elsie Egnel, Isabelle Bissett, Iris Smith, L. Vivieras, Marjorie Mulliner, June Alaric, Irene Poyry, Pearl Frick, Ruth Swerger, Areta Riggs, Stella Thomas and Betty McBain.*

Motive Power Gene Egan

Gladys Stephens celebrated her 20th year of service July 19. How time does fly. . . . Vacations: Stanford Tichner, Roy DeBerry and wife, Leona Pratt, Isabelle Lowell, Joe Swantz, Marvis Albert, Louie "Porky" Silvestri, Caesar Baldassari. . . . Due to illness Harley Biscoe took a leave. This promoted Jack Roestege and Henry Ricker, file clerks, and Jack Perry, repair card clerk. . . . Harold DeSoto is our new assorter. . . . M. P. softball beam in first place at this writing, having taken Aud. Pass. Accts. into camp by a score of 5 to 3. . . . A number have signed up for our first Sacramento boat ride Saturday, August 14. . . . Elsa Johnson, full of pep after her Alaska trip, is assisting Al Roehl in handling the S. P. Club's dinner dance, August 21 at Hotel Oakland. . . . Dudley Mitchell's motion pictures of the Alaska outing were enjoyed by scores at a reunion of the participants. . . . Walt. Reinke's wife and daughter arrived from Toledo August 7 to make their home in San Francisco.

Aud. Freight Accounts Joe Falconer

Charles Allen returns to his old stamping grounds, the revising bureau. . . . C. L. Van Meter retired July 1, and G. M. Bryan August 1, after many years of faithful and loyal service. The office extends their regrets at their leaving, and hopes that they will have many years of leisure. . . . Condolences extended to Arthur Messmer and Julia Neilsen in the loss of their fathers. . . . Ernie Ferreira believes a substitute vacation trip equals the original, but how about the young uns. . . . Esquire McGlinn of revising bureau is a budding artist. . . . Mrs. Curno returned from extended vacation in the east. . . . Fred Baker is the only man in the office who can eat lunch with a pipe in his mouth. . . . Notice the white streak flashing through the office recently—Philadelphia Jack O'Brian returned from Honolulu.

Asst. General Auditor Walter M. Ridgwell

Welcome Marguerite McDonald and Wanda Fenton to typing bureau. . . . Typing bureau gave a farewell shower for Kathleen FitzGerald, who sailed for Ireland to be married to Dennis Sullivan. . . . Leroy Mountjoy left the company to attend college. . . . Edward L. "Biff" Hoffman, manager of our baseball team, says the team can do with a lot more support. . . . Vacationists include: J. E. "Boss" Crook, Harold W. Langlois, Roland and Genevieve Biglow, Ida Hanley, Elizabeth Iverson, Beatrice "Bee" Heiner, F. W. Ahlf, C. S. Mackenzie, E. A. "Playboy" Gibson, F. J. Nicholas, Laura Middlekauff, Arnold Wickman, Harold Coxon, J. N. Shreve, Johnnie Adams, Bessie Bouquet, Eva Kendall and Claudia Orsborne. . . . J. E. "Boss" Crook is brushing up on nautical terms in view of contemplated purchase of a yacht.

Aud. Miscellaneous Accts. J. R. Madden

Bill (Democrat) Lewis retired July 31 after 32 years' service. He was presented with a lovely gift and promised to drop around and let us in on a few inside points along the political line. . . . Glad to see John Stober back, looking so well after his recent illness. . . . Sympathy extended to John M. Campbell on death of his mother. . . . Vacations: Clinton Harvey, Alice Ritter, Geo. Stapenhorst, Reg. Dorion, Gladys Murphy, The Rumsey's, and Bill Brown.

Pacific Fruit Express R. J. Leverone

Max Read's many friends are pleased to hear he is again a member of the PFE family, being employed in our Los Angeles office. . . . We are looking forward to C. H. Weston's early return from General Hospital. . . . Plant Engineer H. S. Crissey and G. E. Briggs, Sparks and Gerber respectively, and Assistant Agent Stockheimer, Yuma, were in General Hospital. . . . "Bob" Sturgeon and party found good fishing in the Consunines River. . . . "Bob" brought back six rattles and a button from an unwelcome visitor to his camp. . . . W. A. Stinson and John Dougherty were not very successful in their fishing trip. "Stins" forgot his sleeping bag and came out second best in a night battle with an undesirable animal prowler. . . . New employe: Gertrude Briggs, comptometer operator. . . . Sympathy extended to Ralph W. Lombardi in the loss of his father.

Pacific Motor Transport T. J. Fitzgerald

"Clay" Calkins, driver on Auburn-Truckee run, is proud papa of a baby girl, born July 8. . . . Welcome to Bob Spowart, who returned after a stay in General Hospital. . . . Russ Melquist, of equipment department, is all smiles this month. Besides being awarded the S. P. Club horseshoe championship trophy he became father of a boy. . . . Eileen Maloney returned from a week's stay at Yosemite, and Bob Slater from Sonora. Others on vacation were Oliver Etzel, Bob Booth, Ethel McCullough and Kay Nesbitt.

MOVIES: Members of Southern Pacific group excursions to Alaska in 1935 and 1937, better known as "Sour Dough Clans 1 and 2" got together July 17 in San Francisco to see movies taken by various members of the party while on cruise. Seventy-one persons attended the showing which was preceded by a chicken dinner and followed by an evening of dancing. Out-of-town visitors included Chas. A. Fernald, PFE plant engineer, Fresno, and daughter, and Mrs. F. P. Mitchell and Julia Burns of Sacramento. Harry B. Langheldt was in charge of arrangements.

San Joaquin Div.

Ray Magnelli,
Secretary to Sup't, Bakersfield

Division Engineer F. A. Bordwell's many friends are glad to see him back at work after a long stay in Gen'l Hospital. . . . Assistant Superintendent L. P. Hopkins returned from vacation trip to Alaska. . . . Bridge Inspector F. Misch on vacation. . . . Joe Wheeler, asst. engr. in divn. engr.'s office, with his wife and baby, are visiting in Joe's home state of Kansas and Mrs. Wheeler's home in Louisiana. . . . Car Distributor Joe Soeder returned from a fishing trip. . . . Brakeman John E. McKirahan was married at Yuma July 3. . . . Pipefitter A. Vineyard, Bakersfield, is sporting a new car.

Crossing flagman Sam Koukis passed away in General Hospital, July 1, and Conductor Edward D. Hallahan passed away June 27. Our sympathies extended to the families of these employes. Conductor Hallahan was in the service for 34 years and had a fine record. . . . We were sorry to learn of the death of Mrs. E. L. Stevenson, killed in an automobile accident July 11. Machinist E. L. Stevenson, Bakersfield, in Kern general hospital as result of this accident. . . . Sympathy to Machinist John Bender, in Tucson hospital, on the passing of his wife in Bakersfield, July 8.

Congratulations to Agent C. C. Lary, Visalia, who completed twenty-five years' service July 12. . . . There was a new addition in the family of General Yardmaster Geo. Morrill, Bakersfield, July 16, and mother and son are doing nicely. . . . Scott Ryall promoted from assistant head file clerk, Bakersfield, to MP&C clerk, Mojave, and V. Y. Kelley, recently from M of W department, Portland, succeeded him in the file room. . . . Henry A. McDonough and Evelyn Ripley are new stenographers in superintendent's office.

Bert Ream, head clerk, M&PC department, with Bakersfield Elks ritualistic team went to Denver to attend the Elks national convention and they won second place. . . . Extra Gang Foreman Walter Hidalgo and his men did a fine job of laying steel on the east side of Tehachapi mountain and the gang is now going to the Soledad Canyon on the south end to lay steel. . . . Foreman Carl Peterson is working on foundations for steel bridges in Soledad Canyon. Some of the steel has arrived for renewal of certain steel bridges on Tehachapi mountain. . . . Foreman John Kennedy and his men completed a fine job of ballasting twenty miles of track between Traver and Tulare.

Student train and enginemen, as well as all other employes, attention: Keep a look-out on bulletin boards for posters which will be put up from time to time calling attention to necessity and manner of following Safe Practices. And watch for date of next Safety Meeting to be held in Fresno in September and try to be there! . . . A motto over Superintendent Brennan's desk states: "Let your head save your heels, sometimes a minute of Think is better than an hour of Hustle." This is good food for thought on Safety.

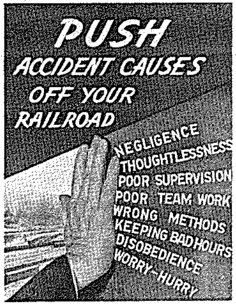
Following have signified their intention of retiring under the Railroad Retirement Act: N. E. Rich, telegrapher, Famosa; E. K. Lane, yardman, Fresno; H. K. Howard, yardman, Fresno.

Salt Lake Division

Howard E. Watts
Sup't Secretary, Ogden

"It's heigh ho to the mountains and the sea," said Grace Sheehan, secretary to DF&PA, Reno, when she took a leave of absence. . . . Ruth Shepley, a new employe, is pounding the keys in Reno during Grace's absence. . . . Doris Burns' ambition is a trip around the world. . . . Major Joseph Newey, Utah Nat'l Guard and pass-personal record clerk, Ogden, left August 1 for Pacific war games at San Luis Obispo. Joe is a general staff officer and promises the regular army a real battle.

D. J. (Tommy) Thompson, secty. to asst. supt., Ogden, returned from fishing trip in South Fork Canyon, Ogden. No fishing poles were taken along. Wonder what became of the multi-colored mustache. . . . Charlie Johnson, B&B supervisor, has been up in the air quite a lot but not so high as during Pioneer celebration when he took his first airplane ride.



G. A. (Bert) Checketts, asst. chief clerk, attended Elks convention at Denver last month. Bert says it just wouldn't have been a convention if he had not been there. . . . H. H. (Harry) McCool, chief clerk, Ogden, vacationing at Yellowstone and sure to make it this time as he has a fine new car. Sad is the memory of an attempt with the old car. . . . Joe Taylor, chief clerk to master mechanic, vacationed in Yellowstone. . . . Earl Rowse, son of Engineer E. J. P. Rowse, entered U. S. Naval Academy at Annapolis, as did Heber J. Badger, formerly employed on extra gang 11.

Leland T. Fife, asst. master mechanic, Sparks, promoted to master mechanic, San Joaquin Division, at Bakersfield. We wish Lee well and are sorry to see him leave. He was presented with some useful gifts by fellow workers. . . . Foreman R. Hartor assigned foreman extra gang 11. . . . Pumper Octave Wassenhobe, Wells, assigned pumper, Elburz. . . . Wallace Betteridge assigned pumper, Valley Pass. . . . C. W. Ballingham assigned pumper, Loray.

Florence Fields, B&B and roadmasters clerk, Ogden, recovered from three months illness and back on the job. . . . Conrad Burg, water service foreman, returned from the hospital. . . . Morris Fisher, retired B&B supervisor, now residing at Ellenville, New York, spent several weeks in Ogden visiting old friends. . . . Richard Earl Ball, son of R. H. Ball, agent Westwood, graduated from U. S. Naval Academy. . . . W. Taylor, assigned material clerk timekeeper, Wabuska; J. W. Knight, asst. file clerk, Ogden; C. W. Howard, yard clerk, Reno; P. J. Diando, janitor, Reno.

Charles Grundy, Fred Purin, Edgar J. Tittensor, Giles L. Vanderhoof have all been doing exceptionally fine work in ICS studies. . . . Charles Furgeson and Wm. Baggs, Ogden shop, returned from the hospital. . . . Roy Brown appointed lead boiler foreman, Ogden. . . . T. J. Foley, asst. supt., Sparks, was delegate from Sparks to Lions convention at Santa Monica. Boy oh boy, how he can roar! . . . Miss Norman has been assigned nurse emergency Hospital Sparks. . . . Stanley Bray, trainmaster, Carlin, vacationed in New York and eastern seaports.

Rio Grande Div.

Frank McL. Barger
Chief Clerk, Sup't Off. El Paso

M. D. Huddleston, clerk, Alamogordo wood preserving plant, spent two weeks visiting in Mexico. . . . W. M. Wicks, mechanic, Alamogordo, made a ten-day trip to Dallas and other points in East Texas. . . . Roy Bogle, pensioned water service foreman, was a visitor in Alamogordo last month. . . . J. E. Farley, roundhouse foreman, Alamogordo, and wife spent two weeks' vacation in Pennsylvania. . . . Gus Grossmiller, pumper, Coyote, while teaching a young lady to drive, had his car turned over and has resolved to drive the car himself hereafter. . . . J. G. Compton, conductor, who was operated on recently at Tucson, is improving.

Harry Moore, conductor, injured at Bowie recently, is getting along fine. He is in the hospital at Tucson. . . . Dispatcher Tom Barwise spent his vacation motoring in New Mexico. . . . Dispatcher W. A. "Doc" Collins took his vacation in Alabama. . . . Dispatcher Frank Sharpe vacationed at Douglas with his children and grandchildren. . . . E. J. Kunsman, roundhouse foreman, El Paso, returned from two weeks' vacation in East Texas, including the Expositions at Dallas and Ft. Worth. . . . Gene Barton, timekeeper, superintendent's office, made a fishing trip recently and all he had to show for it were badly sunburned ankles.

Fred H. Martin, dispatcher, has bid in vacancy at Tucson. . . . J. F. Kimbell, roundhouse foreman, Tucumcari, transferred to Tucson as general foreman, succeeded by S. J. Wycoff, former roundhouse foreman at Gila.

John L. Scott, head estimator in division engineer's office, and family vacationing on the Coast. . . . Jimmie Sinclair, assistant engineer, and bride spending their honeymoon in Oregon. . . . Assistant Engineer Haynes and family vacationing at Ruidosa, New Mexico.

Following have signified their intention of retiring under the Railroad Retirement Act: F. V. Thompson, conductor; J. R. Austin, brakeman; J. J. Coughlin, Sr., sec. foreman; Mrs. H. M. Belknap, telegrapher; Roy Bogle, water service foreman; C. S. Iverson, engineer; Z. W. Sarrels, conductor; F. U. Armstrong, engineer; A. H. Lowe, clerk; Anton Nielson, machinist; C. A. Norton, brakeman; Petronilio Lujan, sec. laborer; Floyd Smith, engineer; C. W. Ingles, conductor; W. H. Cook, telegrapher; S. M. Bell, section foreman.

LEADERS: *Characterized as the "team to beat" the Bakersfield S. P. softball team is living up to its name in every respect, finishing on top in the first half of the season and still there in second half standings. Front row, left to right: R. Harper, R. Hood, Mascot Howard Mankin, L. Francis, J. Jolly, J. Gidley. Standing: Roundhouse Foreman A. H. Johnstone, Manager W. C. Mankin, E. Stone, E. Barbosa, M. Wiliford, L. Carlson, V. Carlson, J. Hilton, F. Morelock, C. Ebbs. Absent when picture was taken were: L. Carberry, J. Pew, Manuel Duran, G. McCutcheon, P. Collins.*

HONOR ELECTRICIAN: *Los Angeles General Shop and Division Electricians honored E. J. Sergel (seated at desk on right) with a banquet June 30, on the eve of his retirement after 30 years as foreman of the Electrical Department at Los Angeles. A graduate of Cornell University, Sergel held various responsible positions with electrical companies in this country and South America before coming to the Southern Pacific in 1907. He is succeeded at Los Angeles Shops by Electrician A. E. Lines. The banquet was a testimonial of the esteem in which Sergel has been held by his associates. Electrician Thomas F. Mercier was the master of ceremonies, and presented the veteran foreman with a 10-tube radio and a traveling bag. Speakers during the evening were: Incoming Foreman Lines, Albert Bartlett, Frank Thurnher, Ben Broyles, Wm. De Lair, Raymond Hoyal, Nicanor P. Espinel, James H. Kitchen, and Jack Sergel. Others in attendance included: Edward H. Kammerer, Russell E. Randall, Leon W. Beloud, John Gratz, Karl Eastham, M. Henlin, A. Morales Sanchez, Joseph E. Granger, Roy R. Palmer, J. C. Masterman, K. F. Gluesing, A. V. Jones, Walter Tweddell, and S. M. LaMotte.*

Los Angeles Shops

Chas. B. MacLellan *Carl G. Randall*

Not to be outdone by the many ball teams blossoming forth the fellows in boiler shop formed a team which they have named the "Stream-Liners." They are indeed a credit to the General Shops, being in first place in their league. . . . George Oliver, machinist, found what was truly a fisherman's paradise in Pen-O-Rello lake, Sandpoint, Idaho. In one session George caught 25 trout ranging in weight from 8 to 21½ pounds. . . . Mrs. H. L. Kidwell, wife of night general foreman, is recovering after a major operation. . . . Sympathy extended to Art. Hefley, machinist, whose mother passed away at Ottowa, Kan.

Machinist Clarence Livingston's daughter, Vyonne, who made such a distinct hit with her dancing at the stage show put on by the Safety committee last April, and Mrs. Livingston are on an extended trip through N. Y. and Penn. . . . Anthony Cocoran, machinist foreman, underwent an operation last month, after sudden illness. His many friends wish him speedy recovery. . . . "Cal" Avis, machinist, vacationed at Yosemite; Fred Beith, machinist, went to Pismo beach to "get away from it all." . . . Boilermaker I. P. Burk and wife and daughter spending their vacation in Indianapolis. . . . Tom Longnecker, boilermaker, taking his annual deep sea fishing trip. . . . August Boccalero returned to work after being on sick leave for five years.

Stephen A. Camerello, blacksmith, and family took a trip to El Paso. . . . Harry Wilkenson, blacksmith, doing quite a bit of farming on his ranch in spare time. . . . M. Sancedo, blacksmith helper, has been on sick leave for several months. . . . Bernie Schnider, blacksmith apprentice, announced his engagement July 17. . . . Frank Ackerman, machinist, is justly proud of his new grinder but threatens to build a stone wall around it to keep out the curious. . . . Machine shop is being nicely groomed by having every machine, hoist, etc., painted an attractive shade of green.

Car dept. folks on vacation: Frank A. Lopez, freight carman, and family; Maurice J. Cornell, helper; Wilhelm Hansen, carman; Emil J. Voutaz, carman; Mike F. Skoko, carman; William F. Marshall, upholsterer; Barney W. Hudson, carman; Herbert Ogden, carman; Adolph E. Petrichella, helper; William Earnshaw, carman, and family; Joseph L. Scibetta, carman helper; Jerry M. Payton, carman; G. Brozzetta, painter; Geo. P. Starkweather, secty. to SMP; Lester L. Palmer, shop clerk; Bert E. Morris, asst. foreman; Lloyd Starr, gen'l. clerk; James Bean, head dfstm. and eng. of tests.

William Larson and V. Scruggs of water service dept. went deep sea fishing recently. Larson says because Scruggs dressed up in a new pair of overalls the fish would not look at him and that he, Larson, got all the bites. . . . Anne Nichol, nurse at Shop emergency hospital, will second the suggestion that General Hospital be moved to Los Angeles. Motoring down the coast she was enchanted with the pleasant weather and beauty of the country between Los Angeles and San Diego also across the border into Old Mexico. . . . Steel carmen on construction work of 50 new all-steel caboose cars will be employed in changing of 150 single sheathed steel end box cars to steel sheathed, making the cars all steel construction. . . . A fine record has been made in construction of the new all-steel caboose cars. First unit was released for service June 7 and all 50 were released by last of July.

LeRoy Young, foreman steel car repairs, spent a few days at Sacramento Shops inspecting machinery. . . . Four 35-ton electric portable car jacks have been installed in car dept. for jacking up passenger cars to facilitate wheel changing and truck work. Cement runways were laid beside tracks for easy handling and moving of jacks. . . . Emmett Craigin, storekeeper at Bakersfield, former foreman at scrap dock, L. A. Shops, was recent visitor. Says it only registers 106 both sides of the street in Bakersfield. . . . Frank Miller, retired section stockman, wheel shop, was recently looking up old acquaintances at the shop. . . . Thomas Nash, foreman laborers, will now sign receipt for your garage rent, having assumed management of the Company garage. In direct attendance is Joseph Lasage, retired engineer.

Howard Doss, purchase bill and div. clerk, Store Dept., on leave to enjoy an extended trip throughout the Northwest. . . . Pete J. Mockenhaupt, chief clerk, Store Dept., has been on the sick list for past month. . . . Joseph F. Brown has been transferred to West Oakland taking over general foreman job there. Albert J. Stocker, section stockman, was given Brown's former job as Store 1 foreman. . . . Virginia Linehan, file clerk who has been ill for past few months, has returned.

C. H. Fraser, M of W foreman, spent a couple of days at the beach to get a good tan. He got it, and such a good tan he would have appreciated a pair of crutches. . . . Thomas B. Gilbert, gang leader, Store Dept., returning to his job in July after a trip to the east coast, says he had a swell time but "give me California." . . . Wife of John F. Lichtenfels, foreman freight repairs, passed away June 16. . . . James F. Sloat, retired boilermaker, who recently took over management of S. P. garage just outside the General Shops, passed away June 23.

Following have announced their intention of retiring under the Railroad Retirement Act: Albert Bouch, helper Store 2; Richard O. Rolson, crane engineer, Store Dept.; Martin Elvers, Store helper; Louis C. Spiess, Store helper; Sam Banano, scrap sorter.

GOOD START: *Los Angeles General Shops apprentices have organized a strong softball team, being tied for first place in the Los Angeles recreation league when this was written. They are anxious to arrange games with other Company teams and are willing to travel to demonstrate their ability. Front row, left to right: Manager Don Kutsch, Sam Albano, George Hutton, Ed Hamilton, Glen Trammell. Back row: Fred Montes, Warren Almond, Gene Echabarne, Leroy Sowers, Dick Carroll, Jack Harrigan, John Landry.*

Coast Division

John F. Knight
Maintenance of Way Clerk

Thomas Armstrong, assistant signal supervisor, San Jose, to acting signal supervisor, Coast Division, in absence of Angelo Forster. . . . Homer B. Garrett, from Watsonville Junction to San Jose as assistant signal supervisor. . . . Arlo C. Krout, from Phoenix to Watsonville Junction as assistant signal supervisor. . . . Ernest Rust, brakeman, and wife recently returned from visit to New York. Rusty visited some of his cowboy friends on the return trip. . . . Mother of Oscar Emig, head of demurrage bureau, 4th and Berry, passed away last month.

Brakeman Pat Bray and Jack Hawley back opening and closing traps after enjoyable vacations. . . . Eddie McDevitt, timekeeper in superintendent's office, accepted a position with the State Belt Railroad, San Francisco. His many friends feted him and presented him with a beautiful watch and chain. . . . Watsonville Jct. yardmen held a barbecue July, 11 on the Pescadero Hill amid the redwoods. Chief of Staff Neil Light worked his charms over the barbecue pit and delighted the boys with his usual display of

culinary art. Prime steer and red beans were the order of the day. Jimmy Daly and Ray Mead distinguished themselves as assistants and waiters. Softball and horseshoes held the spot light in the way of amusement.

Blanch Anson, steno., 4th and Berry, enjoyed her trip through northern California redwoods. . . . Yardman H. Y. Elliott, San Jose, back pulling pins after six weeks' illness in General Hospital. . . . Irene Fraser, 4th and Berry Streets, spent two weeks at Del Monte, returned fresh as a daisy. . . . Benny Baumann, trainmaster, San Luis Obispo, sporting a new automobile. . . . Cyrus A. "Bert" McIntyre, conductor, and wife, on extended trip through the U. S. after attending a lodge convention at Miami, Florida.

Softball team of 4th and Berry freight sheds is in General Office league, doing very well. Emmit Maher, claim clerk, is manager. . . . F. E. Mallory, roundhouse foreman, Watsonville Jct., spent a well earned vacation at Big Basin. He had quite a time driving golf balls between the big redwoods. . . . Trainmaster Jim Corbett, Watsonville Jct., has a new pair of those "non-skid" shoes. . . . James Walsh, freight claim adjuster, 4th and Berry, spent his two weeks at Santa Cruz fishing and swimming. . . . Bessie was pleased to see Section Foreman Bob Wilms, Naples, return. She promises to be a contented cow once more. Of course, Walter "Charlie" Curtain, roadmaster's clerk, Santa Barbara, did his best to take care of Bessie during Bob's absence but Bessie says there's no place like home.

General Yardmaster F. H. Gwinn, San Jose, had a pleasant vacation at Eureka. . . . Mrs. J. E. Daly thanks Mr. Daly's many railroad friends for their kindness and consideration in her recent bereavement. . . . H. S. Spencer, locomotive engineer, returned from a trip through northern California, where he enjoyed some wonderful fishing. He has the usual "big one" to tell. . . . Angelo Forster, signal supervisor, San Francisco, resting at his home in San Jose. . . . R. K. Kennedy, locomotive fireman, resumed work after recovering from severe sunburn. . . . Yardman L. G. Wells, San Jose, vacationed in Oregon.

Ray Preston Macquoid, signalman, San Jose, receiving friends in his beautiful new home. . . . Martin Lindsay, agent, Castroville, again making waybills after taking a vacation. . . . Charles Elder, locomotive engineer, recently retired after long and eventful career of handling the "iron horses." His last assignment was on the new Daylight between San Luis Obispo and San Francisco. . . . E. B. Walling, agent, Salinas, returned from a vacation trip with Mrs. Walling to their old homes in the sunny South. Everett traveled via Overland Route on going trip and returned via Sunset Route, proving he is sold on his own sales talk. "Go one S. P. route, return another and get more travel value for your money." He returned in time to take his usual active part in the Salinas Rodeo. H. V. Pickell acted as agent during Walling's absence.

Yardman "Neptune" Flocking, San Jose, makes his pilgrimage to Santa Cruz each week end. . . . Harold D. Brown, engineering department, Third St., is proud owner of a new car. . . . Orval A. May, agent, Spreckels, on vacation with Mrs. May to Pacific Northwest. E. G. Henderson was relief agent. . . . Ed. K. Springer, traveling agent, Salinas, elected commander of Salinas Post No. 31, American Legion. . . . A. L. Andrews, agent, Santa Cruz, is very pleased with renovation and painting of his station. He reports improvements have met with the approval of the station force and the public: also advises summer business has been quite heavy. . . . James Livingston, demurrage clerk, 4th and Berry, was overjoyed to hear from a long lost cousin.

Conductor "Hop" Winnie has retired. George Matley now on his passenger run between Santa Cruz and San Francisco. . . . Mother of A. J. Langlois, locomotive fireman, recently passed away. . . . T. J. Moorhead, locomotive engineer, back from sick leave. . . . Roy Davis, agent, Watsonville, spent his vacation building a summer home in Paradise Park near Santa Cruz. Roy Wienecke was relief agent. . . . Daily lettuce shipments from Salinas-Watsonville district have been hitting the old mark. . . . New telephone facilities at Watsonville Jct. and Salinas have increased efficiency in handling company business and serving customers. . . . W. W. Winn, assistant division engineer, 3rd St., spent a few days' vacation with his family in Los Angeles. . . . Capt. S. U. Champe, engineering department, Third St., took his army uniform out of the mothballs for attendance at annual military encampment on Monterey Branch.

Commendations: L. J. Burke, water service department, instrumental in selling a ticket to Milwaukee; P. H. Taylor, porter, picked up camera and returned it to owner; W. M. Sherer, brakeman, observed a broken switch box rod on switch; W. S. Charlton, signal maintainer, Surf, noticed failed rails in main track; William Bland, janitor, 4th and Berry, efforts resulted in sale of 200 picnic tickets to Big Trees; O. MacMurchy, conductor, courteous service while in charge of Philco Radio Party special train; Henry Frediassi, section laborer, Sunnyvale, service in assisting to rerail a car.

Tucson Division

Leroy Magers,
Head Timekeeper, Tucson

Business has been so good around these parts that nobody has been doing anything but work, eat and sleep. No scandal, no nothing. . . . We were given a razz by that bunch at El Paso about their baseball team, which we stated in the June *Bulletin* was "somewhere in the league." As they finished first when the *Bulletin* came out, we were left high and dry. This time we will put it this way: "At the present writing El Paso is in last place"—and we hope they stay there until this *Bulletin* comes out. . . . Conductor Loren (Pop) Reece who has been ill several weeks returned but chose to retire under the Railroad Retirement Act. . . . Another "old landmark" was Jack Thigpen, who retired June 20 after many years' service.

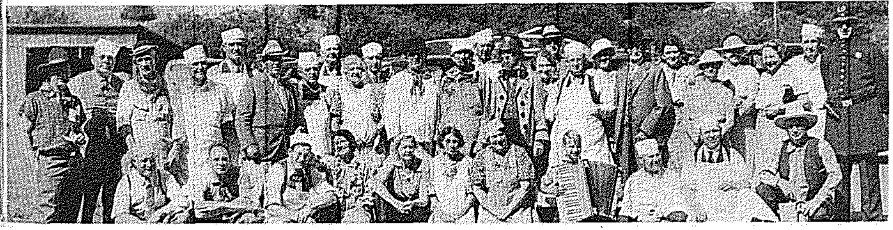
A. C. Krout, assistant signal supervisor at Phoenix, was transferred to Watsonville Jct. July 1. He was here such a short time we didn't get to know him as well as we would have liked. He was relieved by Ray T. Nuttall who has been signal maintainer at Wilmot. Best wishes to both on their new assignments. . . . General Foreman C. B. Wharton retired June 30. About 275 shopmen led by the shop band made a surprise call on Mr. and Mrs. Wharton July 4, presenting him with a beautiful service bar, well stocked, and Mrs. Wharton with a mix master. Master Mechanic A. F. Burke made the presentations. . . . John F. Kimbell, roundhouse foreman at Tucumcari, succeeded Wharton as general foreman at Tucson; S. J. Wykoff of Gila moved to Tucumcari and J. E. Thexton, lead machinist at Gila, was made roundhouse foreman there.

Engineer A. L. Vogel left for General Hospital at San Francisco July 15 for gen'l repairs. . . . Car Distributor C. R. Smith spent the 4th in Graham mountains. The train was late, so he ate his box lunch in the waiting room with all the little kids standing around watching for a handout. They looked just as hungry after C. R. had brushed off the crumbs. It is told that when he reached the top of the mountain it took a bad list to port, upsetting the squirrels out of the trees and causing a report of an earthquake in that vicinity. He said he had a good time anyway. . . . Steno Mary Olcott spending vacation traveling around the state in her car; burning out bearings here and there.

Conductor Jos. A. Langston retired after 48½ years' service and with a perfect record. In all that time he did not receive discipline of any kind. Congratulations. . . . Our June second period was the biggest we have had, while the payroll for the month, just under $450,000.00 was in excess of any month for many years. . . . Damon and Pythias had nothing on Baggage Helpers Lowe and Woodmansee of the Tucson baggageroom. They work together and make the work fly. They are fine kids. . . . Chief Clerk H. A. Maclachlan couldn't speak for three days after we took a double header from El Paso. . . . Retired Conductor Chas. Gulden came in to see us several days ago. Charlie always has that friendly smile.

Young Mr. Zimmerman of Northwestern Pacific called while on his way to Mexico City. "Zim" looked like a fashion plate and no doubt made many a senorita's heart flutter. . . . Our hat off to Signal Supervisor O. A. Burton, who never fails to include everyone in a cheery "Good-morning," who always has a good word for everyone, a bad word for no one, enjoys passing good things along, from a story to a place to buy good pretzels.

ENGINEERS' OUTING *More than 400 persons attended the 3rd Annual Outing of the Coast Division Engineers Barbecue Club held at Felton Big Trees July 11. Pensioned division engineers were again the honored guests. (Below) Members of the Committee that handled arrangements, and (left) the hilarious comedy team of "Louie" Weir and "Uncle Gus" Soderer whose skit, "The Hamburger Express," was a highlight of the entertainment program which also included numbers by Ed. Williams' De Molay boys from San Luis Obispo, the Little German Band from the S. P. Club Band in San Francisco, and the young son of Bill Jones with his accordion. James S. Cunningham, secretary Board of Pensions; W. S. Fifield, road foreman of engines; Tom Moore, "youngest" pensioned engineer; were the principal speakers, together with Engineer W. S. Corbin who presented "Dad" Kelsey with a gift from Mrs. Geo. Drake in memory of her engineer husband who died since the outing last year. Committee handling the event included: W. J. Baumeister, W. Fleck, W. Jones, Geo. Rubottom, J. Farrell, R. Bush, Bob Hancock, Spike Malone, Geo. Fleck, Charley Madduz, J. J. McKenna, E. Rosing, Ed. Williams, J. J. Honn, Al. North, A. Colen, C. Tenney and C. M. Hunter, ably assisted by the culinary staff of Mesdames Farrell, Bush, Stine, Werner, Madduz, Fleck, Honn, Weir, Ryan, Fagan, Shannon and Hancock; and the crew of waiters, busboys and dishwashers that included Engineers Simpson, North, Fagan, Mink, Shannon, Mathews, McKittrick, Balzarini, Keany and Wurz.*



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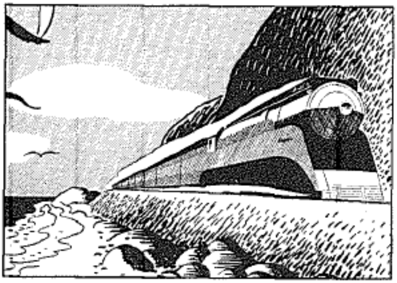
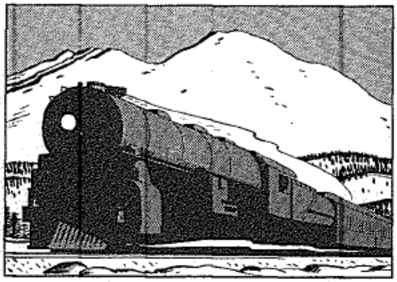
. . . Southern Pacific is stepping ahead with new trains, more trains, greater improvements, making 1937 the greatest year in western railroading!

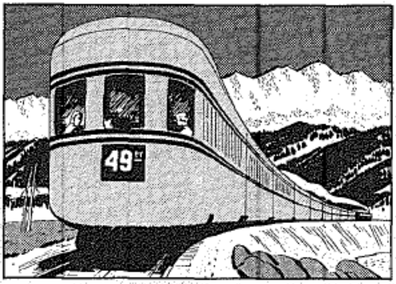


FOR INSTANCE: The most beautiful train in America, our new streamlined *Daylight*, has been sensationally received by travelers between San Francisco and Los Angeles. In four months, 88,830 passengers have enjoyed its supreme luxury (sponge rubber seats, extra-wide windows, radios, Tavern Car, Coffee Shop, and Dining Car) and the spectacular country through which it speeds (in part for more than 100 miles along the Pacific shoreline).

AND TAKE THIS: In January, we inaugurated the *Californian*, a fast COACH-TOURIST train over the Golden State Route between Chicago and Los Angeles. Thousands since have acclaimed the comfort of its new LOUNGE CAR (for tourist sleeping car passengers), the helpfulness of the STEWARDESS-NURSE, the delicious ECONOMY MEALS (25c, 30c, 35c) served in the dining car, the special de luxe chair car for women and children, and many other features.



AND THIS: Over the scenic grandeur of our Shasta Route (Pacific Northwest-California) now operates a new, faster *Cascade*. The new train offers luxurious all-Pullman accommodations including bedrooms. The former *Cascade* has been renamed the *Oregonian*, carries the same fine equipment, has the same schedule as formerly. Other trains: *Klamath, Shasta, West Coast.*



AND THIS: The new *Forty-Niner*, de luxe, all-Pullman, extra-fare speedster, alternates with the celebrated Streamliner *City of San Francisco* between San Francisco and Chicago. The new luxury train makes five roundtrips each month, features a "duplex" bedroom car, buffet-lounge-observation car, and a unique full-length dining car with circular tables. Schedule: 49 hours eastbound, slightly longer westbound.